

THE
UNITED STATES
Miller

SEVENTEENTH YEAR, No. 11.

MILWAUKEE, NOVEMBER, 1892.

\$1.00 per Year. 10c. per Copy.

1892.

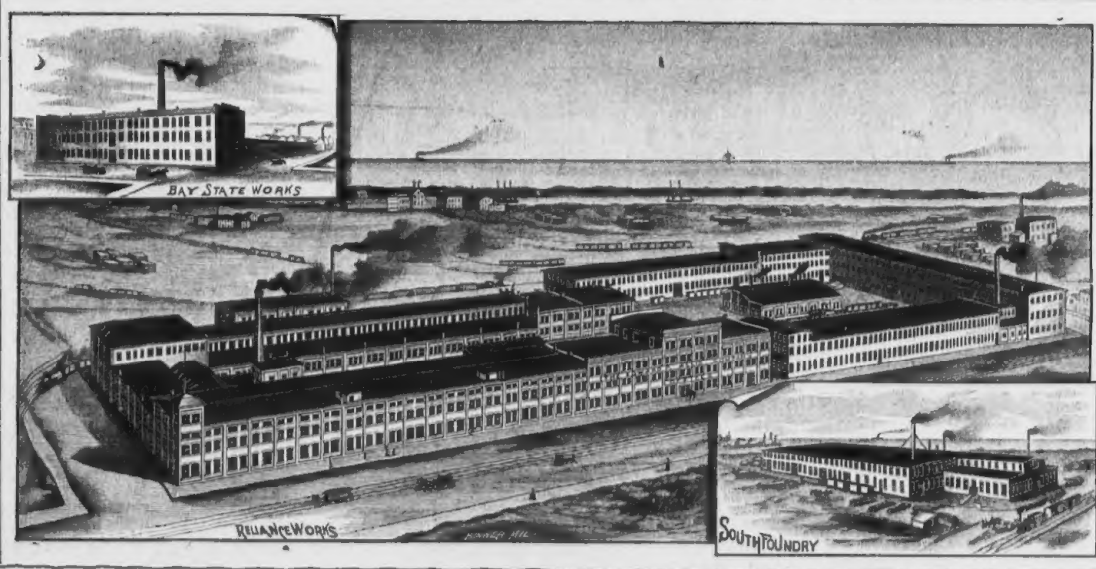
DURING this year, as in the past, we will continue to preserve the high character of the machinery which we have introduced in so many of the

BEST AND LARGEST FLOURING MILLS IN THE COUNTRY.

In a short time we will be prepared to place before millers, some new features in

PURIFIERS, DUST COLLECTORS
AND SIEVE SCALPERS

of which a new catalogue is in progress of publication.



WE will also make a special feature of ROLLER MILLS from 30 to 50 barrels capacity, which will be sold at liberal prices. Catalogue of same is now ready for distribution. Don't delay writing us.

THE EDWARD P. ALLIS COMPANY,

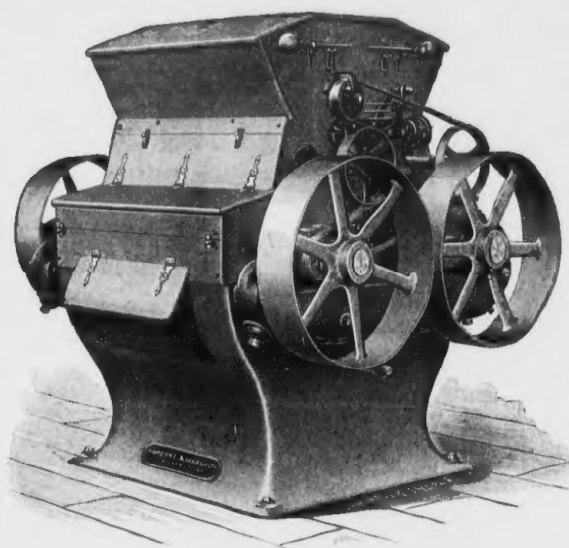
MILL BUILDERS AND MILL FURNISHERS,

RELIANCE WORKS.

MILWAUKEE, WIS.

FLOURING AND CORN MILLING PLANTS

Contracts solicited for outfits of any desired capacity. Write us, stating your requirements, and we will submit estimates, plans and close prices.

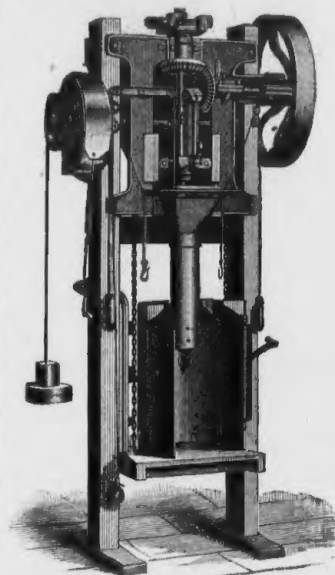


OUR TEN INCH FOUR ROLLER MILL.
The Heaviest and Most Rigid Roll Made.

NO PRUDENT BUYER

Will place his order for Roller Mills, Scalpers, Dressers, Purifiers, Bran Dusters, Degerminators, Roller Corn Mills, or other special machinery for Flour Mills, Fine Corn Goods Plants, Starch and Rice Mills and Grain Elevators before examining our goods and obtaining our prices.

Write for new price lists and other printed matter.



Our Bran Packer guaranteed to pack Bran in same space required by an equal weight of hard packed flour.

NORDYKE & MARMON CO.,
INDIANAPOLIS, IND.

The Only Duster in 14 Years That Has
Done First-Class Work. 

Read the following evidence of the efficiency of this machine:

TROY FLOURING MILL.

Troy, Tenn., Sept. 19, 1892.

RICHMOND MFG. CO., Lockport, N. Y.:

Gentlemen—We enclose herewith our check in payment for the No. 5 Empire Horizontal Duster, which you recently shipped us.

We were satisfied the machine would do good work as soon as we saw it. Whenever we can render you any assistance we will gladly do so, as we feel that your Duster is by far the best machine on the market, and in fact the only one that we have had in fourteen years' experience that has done first-class work, therefore we hope that you will succeed in placing your Duster in every mill in the south, as any practical miller can see at a glance the superiority of your machine over others. We are, yours truly,

W. J. MYERS & BRO.

The Richmond Empire Horizontal Duster,

the machine referred to, is manufactured only by the

RICHMOND MANUFACTURING CO.

Manufacturers of the largest and best line of Grain Cleaning Machinery and Dusters in the world.

LOCKPORT, N. Y., U. S. A.

Don't forget to mention this paper when you write.

EXPORTING MILLERS

Send for copy of the New Edition of the

Riverside . . . Cable Code

More copies of this work are in actual use to-day than of all other Flour Cable Codes combined.

PRICE OF SINGLE COPY, \$3.00

A proper discount will be made to parties ordering one dozen or more.

* * *

ADDRESS ALL ORDERS TO

Riverside Printing Company,

MILWAUKEE, WIS., U. S. A.

Send for circular, giving scope of the work and names of many prominent firms using it, in America and Foreign Countries.

THE UNITED STATES Miller

SEVENTEENTH YEAR, No. 11.

MILWAUKEE, NOVEMBER, 1892.

\$1.00 per Year. 10c. per Copy.

THE FIRE AT MILWAUKEE.

BY far the most disastrous fire that ever took place in Milwaukee occurred during the night of October 28 and it was all owing to the direction of the prevailing high wind and the intervening water space that a more extended territory was not laid waste. Various reports and illustrations have been circulated giving erroneous information as to the extent of the fire and, though it certainly did very large damage, in most all instances the reports published, outside of the city press, were of an exaggerating character, and in many cases such reports remain uncorrected. The total loss as estimated by competent judges foot up to about \$4,000,000. Insurance men claim the total loss to be \$3,375,000 of which sum the insurance companies carry about two-thirds. The fire started, between five and six o'clock in the evening, in the store of the Union Oil Company which is located at the Northwest point of the burned area. The wind being at the time from the Northwest and at the rate of about 40 miles an hour.

When the fire broke out a majority of the engines of the fire department were at work in other parts of the city, there being at the time three fires burning in different parts of the city, and it was fully half an hour before the fire was confronted by a force thought large enough to hold it in check. The firemen fought the flames with great energy knowing and fearing the consequence of their reaching into the highly inflammable material which lay directly in its way should the fire follow the course of the howling gale, and in about an hour, appearances indicated that the brave fire-fighters had

matters under control. Just then, however, an explosion was heard and the fire leaped forth again with a fury greater than it had shown before, and the fiery shafts found their way to the east side of the street and from that time on and while anything inflammable was obtainable, had things pretty much their own way. From building to building the flames spread until the whole block was ablaze. Then for a time the firemen seemed to gain an advantage and the flames disappeared and were succeeded by dense clouds of black smoke. This was but momentary, and the fire, which seemed to have

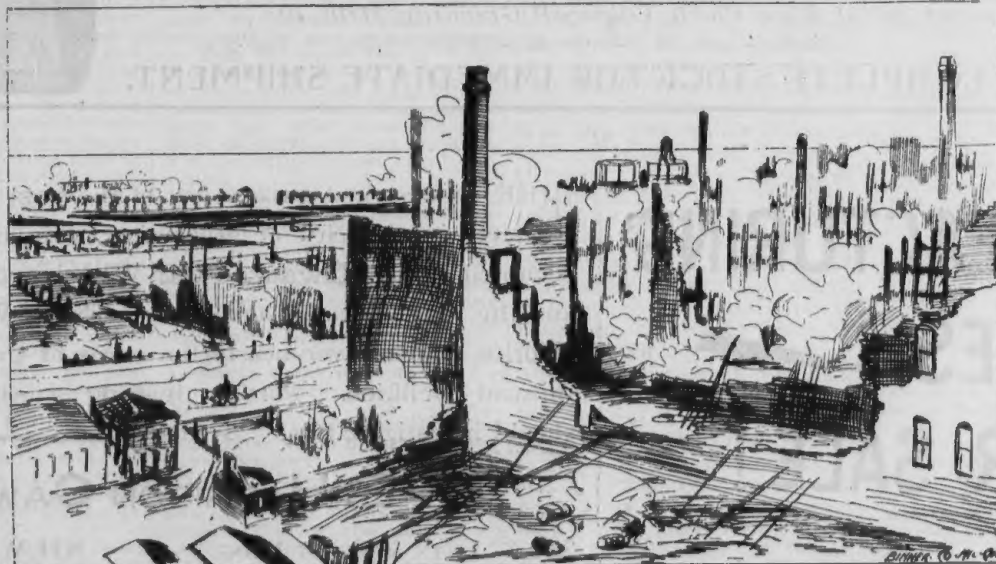
tense heat as though they were of paper. Walls were falling on all sides, and in spite of their efforts the firemen saw that they could do nothing. So, giving up the fight on the burning buildings, they went to the surrounding districts, where the river afforded a natural barrier to the sweep of the flames, and fought it from all sides. Even then their efforts were not entirely successful, and the fire continued to burn steadily to the south.

The flames showed considerable eccentricity in their ravages. They would jump across buildings for a block, leaving

kosh, Kenosha, Racine and Chicago asking for help. Prompt replies were received in every instance that the looked for aid was coming. At 10 o'clock the Kenosha company was at work on the flames a company from Racine having preceded it somewhat. Oshkosh and Waukesha came in a little later, while the Chicago contingent, consisting of four engines and forty men did not arrive until 12:25. A freight train in front of the fire special delayed it greatly after it left Highland Park. The Chicago men were at once sent to the south end of the fire, where the flames had been dancing at

their pleasure among the goods and chattels of the Northwestern railway. No fire company had been there before them and they had everything to look after. And they did as they do in Chicago. They fought like good fellows, and although the fire had burned itself to a standstill, when they got down to business they did valuable work in saving property.

The accompanying illustration for which we are indebted to the *Evening*



COR. BUFFALO AND EAST WATER STREETS, LOOKING SOUTHEAST.

gained fresh headway during its temporary lull, broke out with increased fierceness. Flames shot out in all directions and clouds of smoke, carried by the hurricane, landed on the roofs of buildings blocks away. Then the firemen saw that their only hope lay in cutting off the blaze in advance. Procuring dynamite, they blew up a number of buildings in the path of the flames. But this was of no effect. The fire leaped the small barrier as though none existed, and the men found themselves working in the midst of a furnace.

Immense stone and iron buildings crumbled in the in-

them untouched, only to return later and wipe them out in spite of the efforts of the firemen, who fought gallantly against the heavy odds.

It was shortly after 7 o'clock when the fire had eaten its way beyond Bob & Kip's big furniture factory, that Mayor Somers of Milwaukee became convinced that the city authorities and the city fire department were powerless to handle the fire, and that aid must be brought from outside sources. He at once hurried to the telegraph office and sent word to the adjutant general of the state asking for the militia, and messages to Waukesha, Osh-

consin, is from a photograph of the ruins taken shortly after the fire.

The saddest part of the event has, also, been extensively published erroneously. The killed were two firemen, who met death while in the performance of duty, where the walls of the Weisel & Vilter machine shop fell. Mrs. Kallahan died from the effects of the shock after being taken to a place of safety. Several persons were injured among those most seriously being Chief Foley of the fire department.

The Milwaukee Bag Co. suffered a loss of \$50,000 by the fire.

H. W. CALDWELL & SON COMPANY,

127, 129, 131 and 133 West Washington Street,

CHICAGO, ILL.



Conveying, Elevating and Power Transmitting Machinery.

Manilla Rope Transmission Outfits Complete.

Sheaves, Pulleys, etc. up to 120 inches diameter, 60 inches face.



CALDWELL STEEL CONVEYOR.

Clark Automatic Grain Shovels, Link-Belting and Sprocket Wheels.

Elevator Boots, Bolts, Buckets and Spouts, Rubber, Leather and Cotton Belting, Gears (all kinds), Hangers, Shafting, Pillow Blocks, Friction Clutches, Jaw Clutches, Iron Pulleys, Set Collars, Take-up Boxes, Turn Head Spouts, Perforated Metal, Wire Cloth, Cogswell Grinding Mills, etc.

LARGE AND COMPLETE STOCK FOR IMMEDIATE SHIPMENT.

"South Bend"
Wood Split Pulleys,
with Iron Hubs
and Iron Bushings.
Will not slip on shaft.
No danger from fire.



Avery Plain and
Caldwell-Avery
Corrugated Seamless
Steel Elevator
Buckets.



MANUFACTURING SITES FOR SALE!

THE undersigned owns a few of the best manufacturing sites in the city of Milwaukee, adjoining those now occupied by the Milwaukee Car Wheel and Foundry Co. and the magnificent plant of the Fuller-Warren Stove Works, which cover nearly ten acres of ground. Best of railroad facilities. Parties desiring a suitable location should investigate this. Address, _____

E. HARRISON CAWKER,

36 & 37 LOAN & TRUST BLDG.

MILWAUKEE, WIS.

MILL PICKS

I am one of The Oldest and the Most Extensive Mill Pick Maker in the United States.

30 YEARS EXPERIENCE.

I keep on hand a large stock of new Picks of all sizes.

OLD PICKS DRESSED AND RETURNED PROMPTLY

New Picks will be sent to all parts of the country on trial, and if not first-class, return them at my expense.

AN OFFER

To any miller who has never had any of my work I will dress Six Picks Free of charge.

Write for prices and other information. Ship Picks to the Old, Reliable Mill Pick Maker,

W. S. CASTERLIN,

441 Luzerne, Luzerne Co., Pa.

ROPP'S CALCULATOR

(Revised Edition for 1890.)



This book with its numerous tables, short cuts in figures, etc., is simply invaluable to Millers, Grain Dealers, Farmers and Business men generally. Prices, post-paid, as follows: No. 1, Bound in water-proof leatherette, 50 cents. No. 2, Fine artificial leather, with pocket, silicate slate and account book, 75 cents. No. 3 American Russia or Morocco, with pocket, slate and RENEWABLE account book, \$1.00. Address,

UNITED STATES MILLER,

MILWAUKEE, WIS.

Don't forget to mention this paper when you write.

Scientific American
Agency for

PATENTS

CAVEATS,
TRADE MARKS,
DESIGN PATENTS
COPYRIGHTS, etc.

For information and free Handbook write to MUNN & CO., 361 Broadway, New York. Oldest bureau for securing patents in America. Every patent taken out by us is brought before the public by a notice given free of charge in the

Scientific American

Largest circulation of any scientific paper in the world. Splendidly illustrated. No intelligent man should be without it. Weekly, \$3.00 a year; \$1.50 six months. Address MUNN & CO., PUBLISHERS, 361 Broadway, New York.

SEND for a copy of Cawker's American Flour Mill and Grain Elevator Directory for 1892-93.

READ THE NEW YORK Daily Commercial Bulletin.

Its reputation as the most reliable commercial paper is conceded by all.

SAMPLE COPIES FREE.

Its market reports are the most complete and trustworthy of any published and cover all trades.

SAVE YOUR MONEY

by subscribing to the "Daily Commercial Bulletin" and read its reports of the New York Markets.

PRICE:		
	Per Year.	Six Mos.
Daily,	\$12.00	\$6.50
Tri-Weekly,	8.75	3.50
Semi-Weekly,	5.00	2.75

ADDRESS:

New York Daily Bulletin Association
No. 22 BROADWAY, NEW YORK CITY.

ORGANIZATION OF MILLERS IN THE UNITED STATES.

THE MILLERS' NATIONAL ASSOCIATION.

President—WM. SANDERSON,
1st Vice-President—C. B. COLE,
2d Vice-President—A. C. LORING,
Treasurer—S. H. SEAMANS,
Secretary—FRANK BARRY,

Milwaukee, Wis.
Chester, Ill.
Minneapolis, Minn.
Milwaukee, Wis.
Milwaukee, Wis.

BOARD OF DIRECTORS. STATE.

C. B. Cole, Chester,.....ILLINOIS.....
M. S. Bilsh, Seymour,.....INDIANA.....
C. R. Underwood, Salina,.....KANSAS.....
P. H. Macgill, Baltimore,.....MARYLAND.....
*W. A. Coombs, Coldwater,.....MICHIGAN.....
*Charles J. Martin, Minneapolis,.....MINNESOTA.....
George H. Plant, St. Louis,.....MISSOURI.....
C. C. White, Crete,.....NEBRASKA.....
*Geo. Urban, Buffalo,.....NEW YORK.....
Jno. M. Turner, Mandan,.....N. DAKOTA.....
Homer Baldwin, Youngstown,.....OHIO.....
W. Latimer Small, York,.....PENN'A.....
W. H. Stokes, Watertown,.....S. DAKOTA.....
*Wm. Sanderson (chairman), Milwaukee,.....WISCONSIN.....

*Members of Executive Committee.

OFFICERS OF STATE ASSOCIATIONS.

President, E. C. Kreider, Jacksonville.
Secretary, C. H. Seybt, Highland.
President, F. E. C. Hawkes, Goshen.
Secretary, E. E. Perry, Indianapolis.
President, Geo. H. Hunter, Wellington.
Secretary, C. V. Topping, Enterprise.
President, F. H. Macgill, Baltimore.
Secretary, J. O. Norris, Baltimore.
President, W. B. Knickerbocker, Albion.
Secretary, M. A. Reynolds, Lansing.
President, F. L. Greenleaf, Minneapolis.
Secretary, S. M. Carter, Hannibal.
President, H. C. Craft, St. Louis.
Secretary, O. A. Cooper, Humboldt.
President, D. H. Harris, Bennett.
Secretary, A. R. James, Buffalo.
President, H. F. Shuttlesworth, Buffalo.
Secretary, J. S. Hillyer, London.
President, G. A. Winters, Grand Forks.
Secretary, W. H. Barnett, Springfield.
President, M. H. Davis, Shelby.
Secretary, Cyrus Hoffa, Lewisburgh.
President, Levan, Lancaster.
Secretary, B. H. Kutnewsky, Redfield.
President, C. A. Lum, Aberdeen.
Secretary, E. J. Lachman, Neenah.
President, L. R. Hurd, Milwaukee.

Associations.

MILLERS NATIONAL ASSOCIATION.
OF INTEREST.

To Members of The Millers' National Association:

By order of the Executive Committee, I beg to advise you of the following developments in regard to patent litigation now in hand:

In the suit of Wm. E. Lee vs. C. A. Pillsbury & Co., alleging infringement of patents on Cackle Machines as has heretofore been reported, this case has been tried twice, before juries, and in both instances verdict found against the defendant. The Cackle Separator Manufacturing Co. of Milwaukee, manufacturers of the machines used by Messrs. Pillsbury & Co., upon which the action is based, have up to this time provided the defense. This Company has recently announced the intention of withdrawing from further defense, stating that the officers feel that, inasmuch as their patents have expired, and they have done what they could to protect customers, they ought not to be called upon to do anything further. They have, however, promised some financial assistance in carrying the suit to the highest court. The Millers' National Association has therefore undertaken to afford Messrs. Pillsbury & Co. the necessary protection in this litigation, and it is confidently believed that Mr. Lee's claims will be defeated.

There are no new features in the suit of J. H. Russell vs. J. O. Kendall & Co., of Hartford, Wis., arising from use of Middlings Purifiers, manufactured by the Geo. T. Smith M. P. Co. Trial may be had at the present term of court; if so, there is little doubt of Russell's defeat. Mr. Russell has entered a number of suits against millers in Wisconsin, based upon his claims against users of the Smith Purifiers. The complaint, as now filed, differs materially from the bill in the Kendall suit, and requires a very different defense. A test case, so far as members of The Millers' National Association are concerned has been commenced by a suit entered in June, 1892, against J. B. A. Kern & Sons, of Milwaukee, Wis. Able legal talent has been retained for the defense and no fear is felt as to the final outcome.

Mention has heretofore been made of threatened patent litigation upon the Sieve Bolting Machines, similar in principle to the so-called Planifier Machine. Suit has recently been entered by

one of the concerns, manufacturing this class of machinery, against another, which will probably determine the merits of the claims made. The Executive Committee gives warning to all members of this Association that, in purchasing these machines in future, care should be exercised to provide for guarantee of protection on the part of the manufacturer, in case his machine shall be attacked in the courts. An indemnity bond should be required, binding the manufacturer to provide defense and indemnity in case of an adverse decision of such patent suits. This warning having been given, members must not look to this Association for the defense of suits which may arise from the purchase of such machines hereafter, if made without guaranteed protection.

One S. M. Brua, of Green Spring, Pa., who threatened patent litigation against millers, some ten years ago, and finally dropped from sight, has again put in an appearance, and is writing letters to millers near home, promising trouble in the near future. These claims are based on gradual reduction patents, of which the National Association has no fear, having had some experience with them in the past.

The suit of Detwiler vs. Bosler, of Pennsylvania, has no new developments to report.

No suits have yet been entered against members of this Association under the Mechwart claims, though threats continue to be heard from time to time.

At a meeting of the Executive Committee, September 21st, 1892, several communications were received, relating to fire insurance subjects. Among them was an appeal from the Kansas State Millers' Association for support to a resolution adopted at the last convention of that organization, reading as follows:

WHEREAS, We, the Kansas Millers' Association, in convention assembled, believe the surplus fund belonging to the members of the Millers' National Insurance Company should find its way back to them, and believing that under the existing management of said company such results will not be obtained, therefore

Resolved, That the Secretary of this Association be requested to secure the proxies of all millers of this Association and of Kansas millers outside of the Association, if possible, and that Secretary Topping be authorized to attend the next annual meeting of the Millers' National Insurance Company for the purpose of securing the rights of Kansas stockholders

After consideration of the subject the secretary was instructed to advise all members of the Millers' National Association, that in view of the apparent general sentiment

among millers that the policy holders in the Millers' National Insurance Company do not have satisfactory representation in the management, the Executive Committee suggests that millers in each State shall follow the example set by the Kansas State Association in concentrating the proxies of policy holders, placing them in the hands of some persons—the president of the State Association being, probably, the best man to perform the duty—who shall attend the next annual meeting of the company and represent the interests of his constituents.

Respectfully,
FRANK BARRY, Secretary.

THE OREGON AND WASHINGTON MILLERS' ASSOCIATION.

PURSUANT to the call, issued in accordance with a resolution adopted at a meeting of the millers of Oregon and Washington, the proceedings of which were published in our October number, a general meeting was held at Portland, Ore., on Tuesday, Oct. 18. The following, somewhat condensed report is from *The Commercial Review*:

The following gentlemen were present: W. Breeden, of Forest Grove, Or.; Felix Noel, of Dallas, Or.; Jos. Nesbitt, of Goldendale, Wash.; V. Kratz, of McMinnville, Or.; D. M. Klemson, of Independence, Or.; W. L. Houston, of Junction City, Or.; A. H. Yost, of Foster, Or.; Jno. Corkish, of Goldendale, Wash.; W. C. Washburne, of Springfield, Or.; E. Goins, of Scio, Or.; Alex. Miller, of North Yakima, Wash.; J. M. Greer, of Hillsboro, Or.; W. S. Byers, of Pendleton, Or.; F. M. Hendley, of Echo, Or.; John Kiernan, of Portland, Or.; J. P. Aplin, of Diley, Or.; J. M. Hess, of Goldendale, Wash.; W. P. Edris, of Eugene, Or.; Jno. Milne, of Hillsboro, Or.; G. F. White, of Rickreall, Or.; D. E. Swank, of Aumsville, Or.; C. J. Ehrman, of Junction City, Or.; Wm. Watson, of Tacoma, Wash.; Mr. Olds, of Tacoma, Wash.; L. P. Swan, of Champseg, Or.; W. S. Hurst, of Aurora, Or.; J. C. Long, of Cottage Grove, Or.; J. D. Hurst, of Aurora, Or.; Chas. Goodenough, of Island City, Or.; O. P. Goodall, of La Grande, Or.; Mr. Goodell, of Grant's, Or.

Mr. Hurst, of Aurora, addressed the meeting, showing the necessity of co-operation, and calling upon members present to express their views in regard to an association. The following gentlemen made suggestions: W. S. Byers, J. Corkish, W. P. Edris, Wm. Watson, V. Kratz, Jno. Milne, W. Breeden, J. P. Aplin. D. E. Swank made some very good suggestions in regard to the association, which elicited great applause, and showed where the cut-throat game of reducing prices of flour came in; that mills that were practicing this, claimed that they were forced to do so, so as to be able

to introduce their flour in the market.

The secretary read from a clipping of an eastern paper the procedure of the California mills in forming an association. The secretary then read several communications from different firms, all of which endorsed the association and signified a willingness to co-operate and affiliate with the association, if organized.

Mr. Jno. Corkish moved that a committee on resolutions and plan of organization be appointed by the chair, to consist of five members, three from Oregon and two from Washington, same to report at 3 P. M. The president appointed as such committee W. Watson, of Tacoma, Jno. Nesbitt, of Goldendale, Wash., Mr. V. Kratz, of McMinnville, Mr. E. Goins of Scio, and John Milne of Hillsboro, Or.

It was moved to adjourn to accept the following invitation:

PORTLAND, OR., Oct. 18, 1892.

The Ore. and Wash. Flour Millers' Association, Portland, Ore.:

Gentlemen—We take pleasure in inviting you as a body to take lunch with us immediately after adjournment at noon, say 12:30 o'clock.

We have made arrangements for all present and trust that none will disappoint us.

Yours very respectfully,
AMES & DETRICK.

The motion being carried, the convention adjourned till 3 P. M.

The members were treated during the recess to a sumptuous lunch at the Hotel Portland, and will pleasantly remember their first meeting and the courtesy of Mr. E. Detrick, of Ames & Detrick.

AFTERNOON SESSION.

Meeting called to order at 3:15. Committee on resolutions made the following report:

Resolved, That we tender our thanks to the secretary of the Chamber of Commerce for the use of their rooms for our meeting; and to Messrs. Ames & Detrick for their courtesy to the millers while in the city.

Resolved, That the *Commercial Review*, of Portland be designated as the official paper of this association, and that all notices of meetings and matters pertaining to the association shall be published therein.

These resolutions were adopted, and the secretary was notified to send a copy thereof to the different parties.

The committee further reported as follows:

Resolved, That the millers in session here at Portland on Tuesday, Oct. 18, 1892, form an association, and we beg leave to submit the following constitution and by-laws:

CONSTITUTION AND BY-LAWS
OF THE
OREGON AND WASHINGTON MILLERS' ASSOCIATION.

PREAMBLE.

WHEREAS, It is the duty of every man engaged in business to encourage his trade and protect it in such a way that it may yield him a fair share of profit, and

WHEREAS, The interests of every branch of business may be promoted by a union of effort on the part of those engaged in it; therefore

We, the undersigned millers of Oregon and Washington, believing that such an organization will prove beneficial, hereby unite ourselves in an association, to be governed by the following constitution and by-laws:

CONSTITUTION.

ARTICLE I.

This organization shall be known as the Oregon and Washington Millers' Association.

ARTICLE II.

The object of this association is to cultivate a more intimate and friendly relation among the millers of Oregon and Washington, and to promote in every expedient and lawful manner the interests of their business.

ARTICLE III.

The officers of this association shall be a president, three vice-presidents, secretary and treasurer, and they shall hold their office for one year, or until their successors are elected.

ARTICLE IV.

The president shall annually, after the election of officers, appoint an executive committee of seven members, in addition to which the president and secretary shall be members *ex-officio*, any four of whom shall constitute a quorum to do business. It shall be the duty of the executive committee to gather all information relating to the milling interests of Oregon and Washington, and also to inquire into the rates of freight, both through and local, on grain, flour, and feed, and make every effort to correct any discrimination against the milling interests of Oregon and Washington, and shall be empowered to audit and adjust all claims against the association.

ARTICLE V.—MEMBERSHIP.

Any person, firm or corporation directly engaged in the manufacture of flour in the States of Oregon and Washington, can become a member of this association by applying to the secretary and paying his or their fees, and agreeing to abide by the constitution, by-laws, rules and regulations of this association. The initiation fee for membership shall be five dollars for each individual, firm or corporation.

ARTICLE VI.

Annual meetings of this association shall be held on the third Thursday in January at such place as the executive committee may appoint.

BY-LAWS.

ARTICLE I.—DUTIES OF OFFICERS.

SECTION 1. The president shall preside at all meetings of the Association, shall sign all orders on the treasurer, and shall appoint all committees not otherwise provided for.

SEC. 2. In the absence of the president, the senior vice-president shall preside.

SEC. 3. The secretary shall faithfully record and preserve the minutes, and all other papers of the Association; attend to the correspondence and collect all dues and assessments, and pay them to the treasurer, and attend to such other duties as may pertain to his office. He shall receive for his services such recompense as the executive board may deem just.

SEC. 4. The treasurer shall have charge of all moneys of the Association, and shall pay the same out only by order of the Executive Committee of the Association, on orders countersigned by the president and secretary, and shall make to the Association an exhibit of the state of the finances at each regular meeting.

ARTICLE II.—MEETINGS.

SECTION 1. Special meetings shall be called by the president at the written request of five members. At each regular meeting the place shall be designated for the next meeting. The time and place of special meetings shall be designated by the president when not otherwise provided for.

SEC. 2. Nine members of the Association shall constitute a quorum for the transaction of business. Two weeks' notice shall be given by the secretary to all members of the Association of any special meeting called by the president.

ARTICLE III.—ASSESSMENTS.

SECTION 1. Assessments may be made by the Executive Committee, and shall be based upon the capacity of each mill represented in the Association.

ARTICLE IV.—DELINQUENCIES.

SECTION 1. Any member of the Association having two assessments unpaid, after due notice of the same, shall be stricken from the roll of membership.

ARTICLE V.—AMENDMENTS.

SECTION 1. These By-Laws can be altered or amended at any regular meeting by a majority vote of the members present.

Signed: V. KRATZ.

JOHN MILNE.

WILLIAM WATSON.

JOSEPH NESBITT.

E. GOINS.

The report was read by section and then adopted as a whole by the Association.

The first order of business under the Constitution and By-Laws was the election of officers, and Mr. V. Kratz, of Kratz & Kiernan, of Portland, was elected president; the secretary was ordered to cast the unanimous ballot of the Association for him.

The following gentlemen were elected vice-presidents: 1st, Wm. Watson, of Tacoma; 2d, Joseph Nesbitt, of Goldendale; 3d, F. W. Hendley, of Echo, Or.

For secretary W. S. Hurst, of Aurora, Or., was nominated by acclamation.

For treasurer, Mr. Ed. Goins, of Scio, was elected.

Mr. V. Kratz then took the chair and in a few brief words thanked the Association for the honor conferred upon him. He named the following Executive Committee—the president and secretary being *ex-officio* members: C. F. White, Rickreall, Or.; W. L. Houston, Junction City, Or.; W. S. Byers, Pendleton, Or.; Alex. Miller, North Yakima, Wash.; H. P. Isaacs, Walla Walla, Wash.

The Constitution and By-Laws was then signed by all the millers present.

The secretary was instructed to procure members' certificates, seals, books, etc., and to correspond with all mill owners not now members, sending to each, copies of these proceedings, with the Constitution and By-Laws, and inviting them to join this association. He was also ordered to have the Constitution and By-laws printed for the use of members. The convention then adjourned.

NORTHWESTERN MERCHANT MILLERS.

A VERY important meeting of millers of the Northwest was held at the Palmer House, Chicago, on the 17th inst., having for its object the devising of ways and means tending toward a closer alliance of the northwestern millers, relative to business methods and doing away with prevailing objectionable features thereof. Representatives were present from Minnesota, North Dakota, South Dakota, Iowa and Wisconsin. The meeting adjourned to meet again at the Plankinton House, Milwaukee, in two weeks, which will be on December 1. All millers, doing a merchant trade, desiring information regarding the forthcoming meeting, should address Harry S. Kennedy, New Ulm, Minn.

THE NATIONAL TRANSPORTATION ASSOCIATION.

THE second annual convention of the National Transportation Association will be held at Buffalo, N. Y., on the 16th of November. This organization is an important one and it has accomplished already great benefits for all shippers of the country. Its members are Boards of Trade and Commercial organizations of all the principle cities of the United States as well as National Associations of business men. Among the places represented being Boston, Philadelphia, Baltimore, Buffalo, Toledo, Detroit, Cincinnati, Louisville, Chicago, Milwaukee, New Orleans, Minneapolis, St. Paul, Omaha, Kansas City and Peoria.

It will be remembered that, in 1890, the Railways of this country promulgated, through their several traffic organizations, a so-called "Uniform Bill of Lading" which they proposed to put into general use, simultaneously, and insist upon the acceptance by the shippers, whether they liked it or not. Prior to that time, each railroad had prepared its own form of shipping receipts, based upon the experience and disposition of its management and modified according to the legal advice of its counselor at law. The result was that no two lines used similar forms and, taken all together, there were provisions for exemption from liability on the part of the carrier, covering nearly every possibility of loss or damage to goods while in transit. In trying to bring the ideas of all this talent in Bill of Lading making into one model and uniform document, it may be readily appreciated that the result produced a bill which was thoroughly worthless to the shipper; even worse than worthless, for, if the shipper delivers his goods to the carrier without receipt or contract, the

common law of the land provides recourse in case it is lost or damaged, but by accepting and becoming a party to the special contract made by the proposed Uniform Bill of Lading, he would provide the carrier with a weapon wherewith to kill any claim he might have. This proposed bill of lading was so manifestly an outrage upon the shipping public that prominent shippers in Chicago decided to call a mass meeting to protest against it. Therefore, invitations were issued to Boards of Trade of all the leading cities to send representatives to this meeting. They came, protested and conquered. This meeting led to the organization of a permanent association the objects of which are "to take action in the interest of the commercial public, upon questions which exist or may hereafter arise, bearing upon matters of transportation and the relations between the public and common carriers."

The Railroads of the country have long appreciated the great benefits to be derived from thorough organization and their associations have been formed and managed so successfully, that they present the most striking example of the power of united action in business matters.

So much confidence was placed, by railroad managers, in the power of their organized effort to adopt this Uniform Bill of Lading, that they had no fear of its defeat by the shipper, and they simply laughed at the protests made. The moment that the shippers permanently organized, however, the subject was treated in a very different manner, and when the railroads found that a union, on the part of shipping interests of the country, proposed to fight their attempted imposition, they commenced, first, to modify the form and finally abandoned it. This point settled, the National Transportation Association turned its attention to other matters of vital interest to the shippers. It was believed that great advantage would result from absolute uniformity in freight classification and that a Uniform Bill of Lading should be used by all railroads, which should be fair and equitable for shipper and carrier alike and insure him his rights as provided by the laws of the land. It was found that the railroads were not yet disposed to treat with their patrons on this subject, as they deemed it their prerogative to dictate the terms for their service. Therefore, the National Transportation Association prepared to secure national legislation upon the subject, and, during the next session of congress, an amendment to the Inter-State Commerce Law will be introduced looking to the desired

end. The Association has also taken up the subject of car-service, claims and other matters in which the shipper has rights and in which he is denied all equity at present. The National Transportation Association may be made of the greatest profit to all shippers, provided they will interest themselves in its doings and support its recommendations.

F. L. Greenleaf, of Minneapolis, is at present president of the organization, Mr. F. H. Magdeburg, a miller of Milwaukee, is treasurer, Mr. A. R. James, a Buffalo miller, an active member, and the secretary of the Millers' National Association is a member of the Executive Committee, so it will be seen that the milling interests of the country are alive to the importance of thorough organization in dealing with the magnificently organized Railway traffic associations.

RANDOM THOUGHTS.

BY WANDERER.

THE last ten or twelve years have developed wonderful changes in the millwright's work. The numerous changes in mill construction have made it gradually more possible for mill-furnishers to build special machines in their shops where the bulk of the work can be performed with the aid of machinery. The millwrights, therefore, are relieved of a large portion of the work formerly performed by them. The cumbersome husk frames are replaced by roller mills, all completed in the shops, in compact form ready to attach power. The huge bolting chests, containing all the way from one to eight reels, sometimes twenty feet in length, with heavy conveyor shafts, have given way to the short reels, built in single chests, ready to be located one on top of the other. Machines throughout the mill are built in more condensed form in every way and, with very few exceptions, can be taken into a car door without taking apart; likewise taken through the mill doors and elevated to the upper floors without the necessity of taking out a single bolt or screw. While mills of the same capacity contain considerable more machinery than the mills built during the days of stone-milling, the arrangement, at present, is more in keeping with simplicity. The complication and intersection of gears, shafting, belts, elevators etc., has given way to a better system of connections. The introduction of lighter running and more compact machinery has made it possible also, to do away with the network of counter-drives and we now have only comparatively few shafts to drive from. The shafting is run at as high a speed as is possible

in order to make them lighter running and to reduce the size as well. There is a vast difference between the steel and wrought iron shafting used now-days and the fearfully cumbersome and heavy cast shafting formerly used.

There are, comparatively, few gears used in mills now-days. Everything tends toward lightening the work of the millwright. Another thing is quite noticeable and that is, that elevators and spouts can be put together and placed in position in much less time than formerly. It seldom occurs now that a millwright is compelled to saw and dress his lumber. The manner in which it is delivered to him from the shops, all tongued and grooved or rabbitted, facilitates this part of the work very much.

Our modern millwrights are seldom required to fill a mortise wheel now-days. This, in former years, was quite an art and no journeyman of the craft was considered perfect, unless he was quite familiar with this part of the work. Millwrights prided themselves on filling a wheel in a short space of time, also on making the gears run perfectly. Usually, a pair of gears were neglected until the cogs were stripped or otherwise gave way without warning. Generally, the millwright was kept at the work of refilling until completed, even though it took twenty-four, or sometimes, thirty-six hours without sleep. It frequently occurred that a pair of gears were very hard to get at and one would be obliged to crawl around on hands and knees. As a rule the gears were located in some dark obscure part of the mill and some of them were of immense proportions.

The farther back we go the more we find there was for the millwright to do to complete his work. The writer has seen a number of the old time mills where there did not appear to be over a hundred pounds of iron throughout the mill. Everything was made of wood excepting the gudgeons used for line shafting. Gears were made, altogether, of wood, some of which were very smooth running and would be very apt to put many of our present gears in the shade. Altogether, the character of the old time millwright work was not to be "aneezed at." A great many of these mills were built at quite a distance from a machine shop, the country black-smith being the nearest to render his services if any iron work was required. It is plainly seen that much has been done to lighten the work of the modern millwright. There is one thing however that the present generation have to acquire, of which the old time millwright

knew nothing and that is speed. There was an old saying that a drop of sweat from the brow of a millwright was worth a dollar. Not so now-days. It so happens in these modern times, that mill-furnishers load themselves up with more work than they can conveniently handle and the result is that there are many delays in making shipments and the millwright, as a rule, is crowded to the utmost to hurry things to a finish. It is not uncommon, also, for millers to place their order for machinery a very short time before they are actually needed. There often occurs a stampede as a result of the hurry. Work of this kind may be allright when a house is being built, but grievous mistakes frequently occur when millwright work is being pushed to the extreme. Millwrights are very liable to slight their work in a case of that kind and while it may not prove fatal in the start it is very apt to show for itself before many months. As a result there usually occurs one break-down after another when they are least expected and the mill is liable to be worked over completely, before it is a year old.

It also appears to be a fact that there exists a division of labor among millwrights as well as among machinists and other mechanics. This did not exist in former years and it is therefore more difficult to find a good all around man than formerly. We find, as a rule, men who are spouters, others who set up shafting etc., neither one being familiar with any other branch of the work. There are, of course, a great many full fledged millwrights who are capable of undertaking any part of the work.

The millwright foreman who is a good manager of men is very much in demand at all times. Where there was one journeyman required formerly there are as many as a dozen now. The only drawback to the journeymen, these days, is that jobs do not last a sufficient length of time. The time when it takes an entire season to put up a mill is past. When the work is done by contract there is very little margin for profit, as a rule and it is often taken out of the "journeyman's hide."

NEW YORK GRAIN STORAGE.

The *New York Mail and Express* says: There is no fear now that the storage capacity of New York will be seriously taxed, although the panic last week, which carried prices down to the lowest on record, was due to the misapprehension as to the capacity of New York harbor and the cost of holding grain afloat. The amount of grain here is

about 20,000,000 bushels, but it is expected that this will be increased steadily until the end of navigation, when it is believed there will be in the neighborhood of 30,000,000 bushels of all kinds of grain. This would tax the elevator capacity of the port to the utmost and even beyond if it were not for the storage afloat.

According to the latest annual report the storage capacity of New York was 4,500,000 bushels in railroad elevators and 20,250,000 bushels in regular warehouses, besides 2,525,000 bushels in private warehouses. Within a few days the West Shore elevator has been made regular, increasing the railroad capacity to 6,000,000 bushels. The regular warehouse capacity has been increased to 21,750,000 bushels, while the private warehouses have been reduced to 1,925,000 bushels. The net result is an increase in storage capacity from 27,275,000 bushels to 29,675,000 bushels. This does not include the storage afloat of the Lackawanna, Baltimore and Ohio, Lehigh Valley and Reading roads, which have no elevators.

The amount of grain which can be held afloat in canal boats and barges is limited to the number which comes in at the end of the season. The transferring capacity of the New York elevators and warehouses reaches the enormous figure, including the floating elevators, of close on to 500,000 bushels per hour. The warehouse capacity can be further increased so that with the storage afloat 40,000,000 bushels of grain can be held here.

If the American farmers continue to push forward into commercial channels 1,000,000 qrs. of wheat per week, they will be mainly responsible for a continuance of the present unsatisfactory state of the grain trade. In well informed circles in the States it is known that they are acting thus from a dread of being caught again hoarding their produce, as many did last autumn under the influence of the "bull" circular of the Farmers' Alliance, which used all its persuasive eloquence to induce him to hold his grain for a minimum of one dollar fifty per bushel, a policy which led many to accept 80 cents for stuff that they had declined to part with at a dollar ten or more a month or so previously. Last season the American farmer marketed his crop too slowly, for in the first 13 weeks he delivered at the 7 chief western points 11 per cent. of the entire bulk, whereas this season he has sent out 17 per cent.—a difference of 6 per cent. —*Corn Trade News.*

ABSOLUTE FIRE PROTECTION.

A PROFITABLE INVESTMENT.

The Grinnell Automatic Sprinkler

OVER 1100 FIRES EXTINGUISHED.

The National Milling Company's new mill at Toledo, O., equipped with the Grinnell Sprinkler system, is insured in first-class insurance companies at less than 1½ per cent.

HOME OFFICE:

PROVIDENCE, R. I.

B. W. DAWLEY, General Western Agent,

PROVIDENCE STEAM AND GAS PIPE COMPANY,

115 MONROE STREET,

CHICAGO, ILL.

FIRES.

At Macon, Miss., Nov. 5, the mill of Mr. Geo. A. Freeman was burned. JOHN SOUTHWORTH's flouring mill at Tooele, Utah, was burned recently.

SCOTT's elevator at Beatrice, Neb., burned Nov. 12, with 20,000 bushels of grain. Loss \$18,000.

At Tucson, Ari., fire destroyed the grain warehouse of the Eagle Milling Company. Loss \$15,000.

At Madisonville, Ky., J. H. Lunsford's flour mill was burned recently. Loss \$8,000; no insurance.

At Salineville, Ohio, Oct. 14, the flouring mill of William Falcon was burned. Loss \$8,000; only partially insured.

FRANTZ BROS.' flouring mill at Georgeville, Pa., was burned Oct. 15. Loss \$7,000; insurance \$2,500. A new mill will be built.

THE insurance on James H. Gambrell's flouring mill at Frederick City, Md., which was burned Oct. 11, amounted to \$23,300.

At Rochester, N. Y., Nov. 2, the flouring mill of Wm. G. Bell was damaged \$1,500 by fire. The building was insured for \$5,000.

At Hastings, Neb., Oct. 19, the flouring mill of Ingalls & Tanner was burned. Loss \$13,000; insurance \$4,000. The mill will be rebuilt.

At Kendall, Ont., Nov. 10, the flouring mill of Daniel Comstock, with barns and stable attached, were burned. Loss heavy; insurance small.

At Fort Deposit, Oct. 14, Newton J. Bell's gin and grist mill and storage house, containing cotton seed and corn, was burned. Loss \$10,000; no insurance.

At Owensboro, Ky., Nov. 2, an ice-house belonging to B. Baer, and containing a lot of flour, was burned. Loss, \$4,500, with \$2,800 insurance.

At Rochester, N. Y., Oct. 24, Gerling Bros. flour mill, was burned. Loss on mills, \$30,000; insurance \$15,000. Loss on stock \$25,000; insurance about \$12,000.

THE EAGLE corn and flour mills, owned and operated by H. F. Munt, at Petersburg, Va., were destroyed by fire Oct. 17. Mr. Munt places his loss at \$20,000; partially insured.

THE Northwestern elevator at Glaston, N. D., containing 50,000 bushels of wheat, was burned Nov. 6. About 25,000 bushels of the grain would be saved in fair condition.

NEAR Tallahassee, Fla., Oct. 13, the gin house, press, sugar mill, grist mill, sixteen bales of cotton, and farm products on the plantation of Thos. J. Roberts were burned. Loss \$5,000; no insurance.

HILLSBORO, O., Oct. 17.—Fire last night destroyed J. M. Boyd & Co.'s flouring mill and warehouse. Loss \$40,000; insured for \$30,000. Several

adjacent buildings were burned, making the total loss \$80,000.

At Crawfordsville, Ind., Nov. 4, the elevator of Scott Darter was burned together with several freight cars standing on a switch. Loss on elevator \$3,000, with \$1,000 insurance. The loss of the grain was covered by an insurance of \$2,500.

At Lehigh, Pa., Nov. 14, Moses Heilman's flouring mills were burned. Loss, \$50,000. The mill, dwelling and barn were the property of the Lehigh Valley Railroad Company. The ice houses belonged to Joseph Obert and Mr. Heilman.

THE 125-barrel roller mill at Dixie, Ore., owned by McDaniel & White, was totally destroyed by fire on the morning of Nov. 2. The adjoining elevator, containing a large quantity of grain, was also burned. The mill property was worth \$30,000 and was partially insured. McDaniel & White have their main office at Portland.

DOUD & SONS' barrel factory at Superior, Wis., was totally destroyed by fire November 3. The factory was located near the Freeman mill, which it supplied with barrels, built on piles in Hughitt slip. Owing to the fact that the only approach was by the railroad trestle, the fire department could do no effective work. In addition to the factory several cars containing wheat, flour and barrel stock were burned, as well as part of the trestle. The loss will exceed \$20,000; no insurance.

THE OCTOBER FIRE LOSS.—The fire loss of the United States and Canada during October as compiled from its daily files by the New York Daily Commercial Bulletin, amounted to \$13,349,200 compared with \$13,248,300 for the same month in 1891. The Milwaukee loss included in October's account, is estimated at \$3,375,000. The other fires were light in the month just closed, and October, 1891, was notable for an abnormal number of fires over \$10,000 each in loss. It will be noticed that the 1892 figures so far are about four millions lighter than for the same period in 1891.

The following statistics will exhibit the losses during the first ten months of 1890, 1891 and 1892:

	1890.	1891.	1892.
January....	\$9,179,300	\$11,230,900	\$12,964,900
February....	7,387,025	9,226,500	11,914,000
March.....	8,486,200	12,540,750	10,648,000
April.....	8,285,520	11,309,000	11,559,800
May.....	8,328,100	16,690,325	9,285,550
June.....	5,655,000	8,587,025	9,485,000
July.....	14,723,500	9,692,200	11,530,000
August.....	9,009,100	8,055,100	10,145,300
September..	7,043,700	10,658,200	7,870,800
October.....	7,379,500	13,248,300	13,349,200
Total....	\$85,897,045	\$112,308,970	\$108,341,550

FOREIGN ITEMS.

THE largest of the Budapest mills, the Concordia, partly burned down, the night of October 23. The damage amounted

to about £10,000 which is fully covered by insurance.

THE inexplicable disappearance of large quantities of wheat imported into Western Europe during the past 18 months bears evidence to the correctness of our theory, and large as the shipments of late have been, it is within the bounds of possibilities that all the wheat will be consumed ere another crop is harvested in Europe. Beside the fact of the natural growth of the consumption step by step with the increase of the population, it is demonstrable that the consumption of wheat per head of the population is increasing; either people are eating more bread, or flour is being used in greater quantities for manufacturing purposes, and the lowest grades of flour are being fed to cattle instead of to peasants, as the allowance per capita must now be permanently placed at 6 bushels per head, compared with 5½ ten years ago, 5½ twenty years ago, and 5 bushels thirty years ago. A similar increase is apparent in France, the annual rate per head having advanced from 4½ bushels fifty years ago to 7½ at present. —Corn Trade News.

BAD as may be the English wheat harvest, its badness does not prevent foreign wheat being offered at very low rates. At 28s. 8d. the English imperial average for 480 lbs. wheat, the deliveries from farmers were very nearly the average quantity of the past seven years, all of which recorded value higher than at present, 3s. per qr. Russian merchants have exhibited relative steadiness of opinion, and mostly refuse to sell wheat except at full rates, but quite a rabble of sellers in America disturb the markets, and railway companies and speculators seem to be in alliance to drive down value. Uncertainty as to what each day's telegram may dispose holders of imported wheat on this side to press it on sale, and this being the case, buyers fairly take advantage of the situation and decline to operate

unless sellers make concessions. American shippers have rather given way for cargoes 6d. per qr., and the English markets often had to grant a similar decline in order to sell their samples. General discontent at the situation is shown by the members of the wheat and flour trade.

The relative values of wheat and flour in France having recently been somewhat unduly against the miller, the price of the manufactured article during the past week has been stationary and even has slightly advanced, while wheat has uniformly favored buyers. The French markets are well supplied with fairly good quality home-grown wheat, the weight of which is mostly from 61 lb. to 62 lbs. per bushel. Odessa Ghirka wheat off Marseilles is offered at 28s. 3d. per qr., which, with the duty, would be 37s. per qr. on the market. This is the local average for French wheat.

The markets of the Netherlands continue to favor buyers. Home-grown wheat makes only 25s. to 26s. per qr., while No. 2 red winter is quoted at 28s. to 29s.; No. 1 Californian at 32s. 9d. to 33s.; and Odessa Ghirka at 27s. 8d. to 27s. 8d. only.—The Miller, London.

111 Union Street,

GLASGOW, 2d Nov. 1892.

DEAR SIR:—Since our last our market for breadstuffs has been again exceedingly dull, and with considerable pressure to sell lots on spot, sellers would accept lower prices if buyers appeared.

At to-days market there was a poor attendance, and there was little demand for either wheat or flour. Feeding stuffs were also in buyers favor. Our market is influenced considerably by the heavy stocks in Granary as at 31st ult.; note of same you will find appended.

The snap of frost which we reported last week only lasted two days and since then we have had mild weather.

The arrivals of both wheat and flour are heavy.

Yours truly, BELL SONS & Co.

News.

JASPER MOSER of Plum City, Wis., has sold out.

J. B. COOK has sold his mill at Burkeville, Tex.

C. E. JARROT will erect a flouring mill at Florence, S. C.

RALPH SWEENEY will erect a flour mill at Shirley, W. Va.

H. W. REDLER will erect a 50-barrel flour mill at Lead Hill, Ark.

THE JAMES H. GAMBRILL flour mill at Frederick Md., will be rebuilt.

A FLOURING mill will be built at West Union, Va., by Peter Ash & Co.

J. O. FORSBERG, Trade Lake, Wis., has gone out of the milling business.

THE Sedgwick (Kans.) Milling & Elevator Co. has gone out of business.

THE Marble City Mills, at Whitesburg, Tenn., is now owned by W. S. Kyle.

O. H. CAMPBELL has discontinued the milling business at Mananah, Minn.

J. W. PETTY will probably erect a roller-process flouring mill at Des Arc, Ark.

C. S. MITCHELL has sold out his interest in the flouring mill at Madelia, Minn.

It is reported that a flour mill will be built at Baltimore Md., by Geo. M. Mason.

A LARGE flouring mill will be erected at Knottsville, Ky., by H. S. Hazel & Co.

A ROLLER flouring mill will be established at Phillippi, W. Va., by S. C. Douglas.

P. M. BROWN of Bear Poplar, will establish a roller flouring mill at Cleveland, N. C.

SILAS POWELL is putting a lot of new machinery in his flour mill at Henderson, N. C.

It is reported that M. M. Alexander of Silver Lake, Ind., has sold out his flouring mill.

THE LISTMAN MILL CO., of La Crosse, Wis., has increased its capital stock to \$125,000.

THE QUANAH MILL AND ELEVATOR Co. is a newly organized \$15,000 concern at Austin, Tex.

A ROLLER flouring mill will be erected at Burlington, N. C., by Samuel Ireland, of Altamahaw.

McPHERRAN & FULLER, owners of the Minto (N. D.) Roller Mills and elevators have dissolved partnership.

SHEEHAN & BALDWIN doing business at Graceville, Minn., under the style of the Graceville Roller Mill Co. are reported as having dissolved partnership.

THE PLATO ROLLER MILL CO., of Plato, Minn., is in the hands of a receiver, Chas. H. Sievers, of Glencoe, having been appointed to act in that capacity.

THE BLAIR MILLING CO. has been incorporated at Atchison, Kans. Capital stock, \$80,000. Directors: E. K. Blair, J. W. Blair, H. C. Hackney jr., and E. B. Blair.

MINNAPOLIS parties, it is reported, have about completed negotiations with Superior business men to erect a new barrel factory at Superior with a capacity of 4,500 barrels per day.

A COMPANY has been chartered at Quanah, Tex., with a capital of \$50,000 to establish a flouring mill and elevator. William Davenport, G. S. White and associates are among the incorporators.

THE BURKEVILLE MFG. CO., of Burkeville, Va., has purchased the flour and grist mill formerly owned by J. D. Bradshaw, at that place and will operate it in connection with its own business.

ACCORDING to the census report the whole number of males in the United States in 1890 is 32,037,880, and the whole number of females 30,554,370. For the United States as a whole, therefore, there are for every 100,000 males 95,280 females in 1890.

THE NORTH DAKOTA MILLING ASSOCIATION filed a contract with the Secretary of State, October 23, by which Hugh Thompson of Crookston, is appointed agent in Minnesota and it is provided that he shall admit service or process of summons in any action or proceeding in which the company is concerned.

THE estimated wealth of the United States, that is, the value of all lands, buildings, railways, etc., is put at \$64,000,000,000. The amount of money of all kinds is estimated by the Secretary of the Treasury to be \$2,108,130,092, and this volume of currency is found amply sufficient to transact all the business of the country.

RECENTLY the Royal Milling Co. was organized in Minneapolis, Minn., with a capital stock of \$100,000. This company is the same as the Washburn-Crosby company. The same persons are its incorporators, and it is only organized under another name in order to do business in Montana. A mill with a capacity of 500 barrels will be built at a cost of \$100,000, at Great Falls, Mont.

ARTICLES incorporating the Butte Roller Flouring Mill Company were filed in the county clerk's office at Jacksonville, Ore. The incorporators are Max Muller, Geo. B. Debar, George E. Bloomer, and W. H. Holmes. The capital stock is \$10,000, divided into shares of \$100 each; principal office Jacksonville; duration unlimited. The object of the corporation is the purchase and operation of the Daily Butte creek flouring mill.

ST. LOUIS CITY, Ia., Oct. 28.—The Bonus-Milner Milling Co., is being organized with foreign and some local capital, and will be incorporated with a paid-up capital stock of \$225,000. It will build a mill with a daily capacity of 1,500 barrels of flour, and an elevator of 200,000 bush. capacity in addition to the mill now owned by the Bonus Company, with 500 barrels daily capacity. Thirty small elevators will be built by the company on the Missouri River and South Dakota roads. The Hawkeye Milling Company, recently organized here to grind South Dakota wheat brought here by boat, let a contract last evening for the erection of a mill of 1,500 barrels daily capacity.

THE NORTH DAKOTA MILLING ASSOCIATION has purchased the Valley Roller Mills at Crookston, Minn.; consideration not stated. The plant was built ten years ago by Lee & Herrick of New York State, and its output of 250 barrels per day has already found a ready market, much of it being shipped to Troy, N. Y., where the proprietors formerly lived. Last spring the firm went to pieces by W. C. Lee becoming insane, and shortly thereafter his partner, R. B. Herrick, committed suicide by cutting his throat. The affairs have since been managed by James Lee, father of the junior member of the firm. The new company intend to double its present capacity, and have retained all of the old men in the plant's employ.

THE great monolith donated to the State of Wisconsin as an exhibit at the World's Fair is now about ready to be raised without a single defect. The Prentice Brownstone Company have worked untiringly

in their effort to make good their gift of the largest single pillar of rock ever exhibited, and to-day the stone, 115 feet long, 10 feet at the base end and 4 feet at the top, is almost ready for delivery to the State. This stone is ten feet longer than any obelisk ever quarried in Egypt or any other country. It will be completed and ready to raise from its bed this week, and Friday morning, Nov. 18, is the time set to break this great monolith from its resting-place. While it will be ready a few days sooner, this time is set so as to have everything ready with wedges and start so that it will take but little time to raise it.

DEATHS.

WILLIAM JAMES, miller at Glen Mills, Pa., died Oct. 24.

WILLIAM RIEPPE, owner of a flour mill at Charleston, S. C., died recently.

WILLIAM HAMILTON, an operative miller employed in the Washburn C. mill at Minneapolis, died Oct. 23, aged 56 years.

MICHAEL MCGUCKIAN, an operative miller of Huntingdon, Pa., was run over and instantly killed by a switch engine in that city, on the night of October 7.

RECENT MILLING PATENTS.

The following list of patents for Milling and Grain Handling Appliances, granted during October 1892, is specially reported for the UNITED STATES MILLER, by H. G. Underwood, Patent Attorney and Solicitor, No. 107 Wisconsin St., Milwaukee, Wis., who will send a copy of any patent named, to any address, for 25 cents.

No. 483,542—Machine for Dressing Flour, Middlings, Semolina, Grain, Seeds &c., Robert Creever, Maryborough, Queensland.
No. 483,566—Grain Carrier, Apostolos Marangos, Marseilles, France.
No. 483,617—Grain Carrier, William J. Knapp, Kalamazoo, Mich.
No. 483,983—Feed for Roller Mills, H. R. Shaw, St. Catharines, Ont.
No. 484,090—Dust Collector, John J. Gerhard, Minneapolis, Minn.
No. 484,048—Means for Transmitting Power to Grain Elevators, Dighton A. Robinson, Minneapolis, Minn.
No. 484,202—Combined Scalper, Purifier and Grader, Noah W. Holt, Manchester, Mich.
No. 484,717—Dust Collector, William Ince, Hayle, Eng.
No. 484,478—Flour Reel Machine, John A. Wohlstrom, Salem, Ore.
No. 484,691—Rotating Grain Meter, Geo. E. Wilson, Stillwater, Minn.
No. 484,884—Grinding Mill, Gustav Schock, New York, N. Y.

OFFICIAL.

It is our earnest desire to impress upon the minds of the public the superiority of the service offered by the Wisconsin Central Lines to Milwaukee, Chicago and all points East and South. Two fast trains leave St. Paul, Minneapolis and Duluth daily, equipped with Pullman Vestibuled Drawing Room Sleepers, Dining Cars and Coaches of the latest design. Its Dining Car Service is unsurpassed, which accounts, to a great degree, for the popularity of this line. The Wisconsin Central Lines, in connection with Northern Pacific R. R., is the only line from Pacific Coast points over which both Pullman Vestibuled, first-class, and Pullman Tourist Cars are operated via St. Paul without change to Chicago.

Pamphlets giving valuable information can be obtained free upon application to your nearest ticket agent, or JAS. C. POND, General Passenger and Ticket Agent, Chicago, Ill.

SOME CAUSES OF MILL FIRES.

A circular issued by the Millers' Mutual Fire Insurance Co., calls attention to some dangers from fires, which millers would do well to heed carefully. The danger of cotton elevator belts is referred to. Fires from this source are caused by the elevator "choking up," and hence the belt that rest heavily upon the pulleys, being unable to make its usual revolutions, generates friction. A simple contrivance will cause any such stoppage of an elevator belt to be detected readily. Take a small piece of leather, place it on a pivot in the front leg of the elevator, so that the buckets will strike it as they pass upward. A glance along the line of elevators will show any that may be stopped. These devices may be placed at a cost of, not to exceed three cents per elevator.

A danger is noted in spontaneous combustion from coal piles. Here, slack-coal causes the trouble and, the circular says, where this kind of coal is used, a brick fire-proof coal-house should be built, or else the coal-pile should be removed a safe distance from the mill. Special watchfulness of fast-running journals, especially in hot weather, is also urged upon millers. The formula for barrels of water, by the use of which many a mill has been saved from destruction by fire, is given as follows: "Make a brine same as you would to pickle pork, putting in all the salt the water will dissolve, and then six or eight pounds of common baking soda. Keep the barrels covered so that dust may not get in and the water will keep sweet and will not freeze." This preparation is much the same as that used in the Babcock fire extinguishers.

The circular closes by warning millers against the accumulation of dirt in their mills and reminding them to keep bolts tightened in wood-split pulleys and to give close attention to their elevators and conveyors.

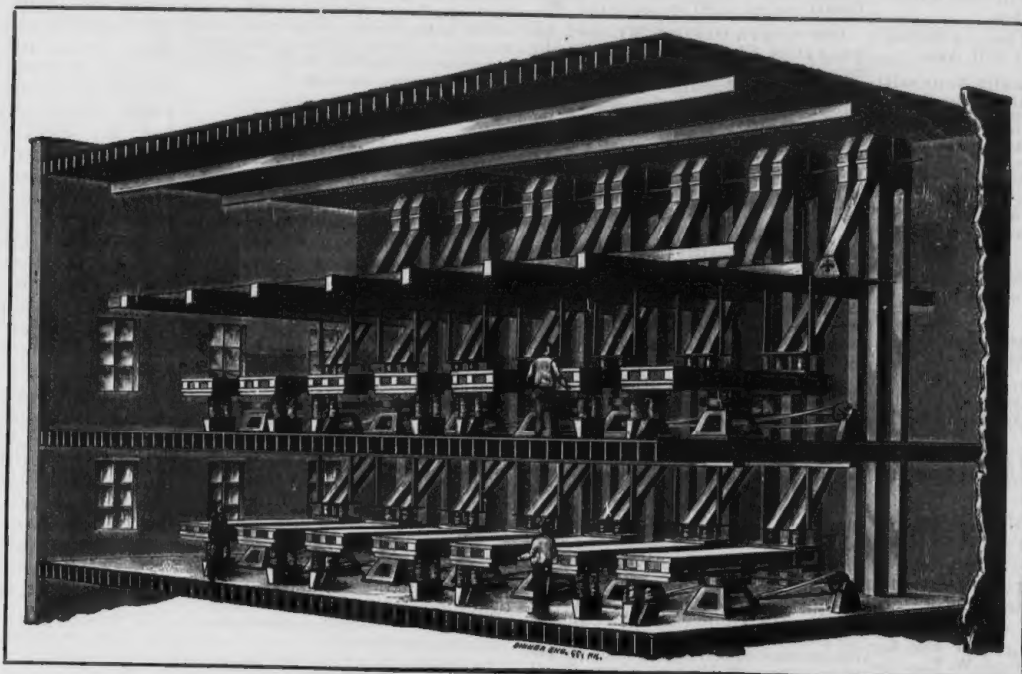
THE National Transportation Association which held an executive session at Buffalo, N. Y. on the 16th inst. elected the following officers; Geo. M. Lane, of Detroit, president; W. S. Young, of Baltimore, vice-president; Geo. F. Stone, of Chicago, secretary; F. H. Magdeburg, of Milwaukee, treasurer.

ALL persons desiring to reach the entire flour and grain trade, by circular or otherwise, should obtain a copy of "Cawker's American Flour Mill and Grain Elevator Directory for 1892-93." Address THE UNITED STATES MILLER, 68-C Mitchell Building, Milwaukee, Wis.

Automatic Sieve Machine

Fully covered by U. S. Letters of Patent No. 438,719. Issued May 27, 1890.

NOW USED IN THE MILL OF **FAIST, KRAUS & CO.,** MILWAUKEE, WIS.



THE FAIST AUTOMATIC SIEVE CO. of Milwaukee have begun the manufacture of a new and novel Automatic Sieve Bolter and Separator for producing any grade of flour from the finest and purest, to the coarsest, cleaning up all grades in the most perfect manner.

WE CLAIM FOR THIS MACHINE THE FOLLOWING ADVANTAGES:

Sharper and more uniform flour.
 Better and closer separations.
 One machine will take the chop from any break of a 1,000-barrel mill.
 It will bolt ten to twenty-five barrels of flour per hour from ground middlings.
 It gives a larger yield of patent, and an improved grade of bakers.
 It delivers break chop, coarse and fine middlings to purifier, and finished flour to packer, all from one machine.

Cloth is cleaned perfectly without inside conveyor, as in other machines.

A saving in power.
 A saving in room.
 A saving in light.
 A saving in cost of insurance.
 A saving in labor.
 A saving in cost of building a mill.

In short, we give you five machines in one, capable of handling all the breaks from a 250-barrel mill, delivering the finished flour to packer, middlings to purifier (dusted completely), and offal to bin.

WM. FAIST, Esq., Milwaukee, Wis.:

Dear Sir—We hand you herewith our check to cover invoice for the Automatic Sieve, which we have had running for 30 days. The results are better than expected.

Kansas City, Mo., September 10, 1892.

We are highly pleased with the Automatic Sieve, which we have had running for 30 days. KANSAS CITY MILLING CO.

THE FAIST AUTOMATIC SIEVE CO., Milwaukee, Wis.:

Gentlemen—We herein hand you our check \$500, balance due on the two machines purchased of you. We are highly pleased with the machines, buying them as we did without any knowledge as to how they would work on winter wheat, and we fully expected a great deal of trouble before we could get them regulated to work satisfactorily.

It is now just thirty days since we started the machines, and they have been a perfect success from the start, and we wish to say that the twenty claims you make in your circular as to the advantages of your machines over the common bolting system is not one bit too strongly drawn.

We expect to see the same revolution made by your machines in the process of bolting over the reel system that was made in grinding wheat by rolls over the stone process.

Dictated by J. P. B.

Respectfully yours,

J. E. BURROUGHS & CO.

Address, **FAIST AUTOMATIC SIEVE CO.,** Milwaukee, Wis.

Don't forget to mention this paper when you write.

Milwaukee Notes

DAVIDSON OPERA HOUSE—Every evening, Saturday and Sunday matinees.
 BIJOU THEATRE—Every evening, Wednesday, Saturday and Sunday matinees.
 ACADEMY OF MUSIC—Every evening and usual matinees.
 STANDARD THEATRE—Every evening and usual matinees.
 PEOPLE'S THEATRE—Every evening and usual matinees.
 GERMAN STADT THEATRE—Regular performances Wednesday and Sunday evenings.
 LAYTON ART GALLERY—Free Tuesdays, Thursdays, Saturdays and Sundays. Admission 2 cents on Wednesdays and Fridays.
 PUBLIC MUSEUM—Open daily. Exposition building.

THE average daily flour production for the past four weeks were: Week ending Oct. 22, 8,400; Oct. 29, 9,400; Nov. 5, 8,450; Nov. 12, 8,225.

THE comptroller of the currency has authorized the Wisconsin National bank of Milwaukee to begin business with a capital of \$1,000,000.

THE stock of flour in this city Nov. 1 was 91,000 barrels, of which 19,000 barrels was held by the mills and 72,000 barrels were in transit.

THE total Chamber of Commerce fund raised to aid sufferers by the recent fire reached, Nov. 14, the sum of \$122,769 and, with all side funds added, the grand total was \$137,997.37.

IN the United States court the case of the Duluth Imperial Milling Company against William Faist and others was discontinued by stipulation. The case grew out of the alleged infringement of a trade mark.

At a meeting in South Milwaukee held Nov. 13, directors of the new bank to be located at the thriving suburban village were elected. The new bank will be known as the South Milwaukee National bank and will have a capital stock of \$50,000. It will be built of brick possibly a stone front, 45x80 feet, two stories high.

November 15.—The stock of wheat here is reported at 1,906,491 bushels, against 263,411 bushels the corresponding day last year.

The following table shows the closing prices of wheat and coarse grains on 'Change to-day compared with those of the same day of 1891 and 1890:

	Nov. 15 1892.	Same day 1891.	Same day 1890.
No. 1 N. wheat, o. t. . . .	74	94½	90
No. 2 S. wheat, o. t. . . .	67	92	86½
No. 2 S. wheat, l. s. . . .	65	89½	83½
No. 2 barley, l. s.	86	93	67½
No. 1 rye, l. s.	50	94½	67½
No. 3 corn, l. s.	41	88	59½
No. 2 W. oats, l. s. . . .	34½	83	45

Grain Freights—Are steady at 2½c for wheat, 2½c for barley or rye and 2¼c for oats by lake to Buffalo. There were no engagements reported.

Flour—Is steady and quiet on the basis of \$4.00 for choice

hard spring wheat patents in bbls.

Millstuffs—Are unchanged, ranging at \$11.00@11.25 for sacked bran and \$11.75@12.00 for middlings.

At a meeting of members of the Chamber of Commerce, Nov. 14, C. M. Paine was chosen a representative of the Milwaukee chamber to the annual meeting of the National Transportation Association which convenes at Buffalo, November 16. This is an association that takes in the entire question of transportation in commercial business throughout the country. A general account of its organization and purpose is given on another page of this issue.

HOW long would it take policy holders to come in possession of their own? Echo answers. The policy holders may listen to the echo some fine day.

WHO owns the charter of the Millers National Insurance Co., is what we would like to know, and we think it worth while for policy holders to find out.

WE call the attention of millers of Milwaukee to a card in our advertising columns addressed to them and shall be pleased to furnish any information, referring thereto, which may be at our disposal. That the opportunity to open foreign business relations or to increase an already established one, is worthy of consideration can vouch for.

THE DETWILER CASE.

THE Pennsylvania Millers at their last meeting levied an assessments for the purpose of paying the expenses in defending the suit J. S. Detwiler vs. Joseph Bosler. This is only one of a score or more suits that have been, or are ready to be brought against millers all over the country upon some old worthless or reserved patent, to cover some advanced system of milling. This is a claim upon the system of gradual reduction milling, that was a failure from the start. Like that of S. M. Brua's method, these patents were issued at a time when the "State of the Art" in milling was little known in the patent office and patents were issued upon the "slightest provocation" if the device was for a purpose in some line of manufacturing new to the examiner. Any system of gradual reduction now in vogue is not patentable except it be done in a specified manner and according to means employed as explained in the patent itself. The expense and annoyances of these worthless claims can only be met by organized effort.

LITERARY.

E. H. GARRETT's frontispiece, "Marmion at Tantalum" in the November *Wide Awake* is a strong and spirited drawing that adds force and fire to the celebrated "defiance" scene in Scott's marvelous poem.

HARPER'S MAGAZINE for December will be a superb Christmas number, richly illustrated, and containing an attractive variety of stories, poems, and descriptive articles especially adapted to the demands and tastes of holiday readers.

THE December number of *Lippincott's Magazine*, ready November 20, will contain a complete novel entitled "Pearce Emerson's Will," by Richard Malcolm Johnston, author of "Dukesborough Tales," "Widow Guthrie," "Old Mark Langston," etc. Also, in the Journalist Series, "A Special Correspondent's Story," by Moses P. Handy; also, stories, essays, and poems. This number will be profusely illustrated.

HARPER'S BAZAR for November 19th will be a superb Thanksgiving number, particularly attractive on account of its numerous beautiful illustrations and its valuable miscellany of stories, poems, and short articles appropriate to the thanksgiving season. Among the features worthy of special mention there will be a striking story by Bessie Chandler, entitled "The Turning of the Worm," and a poem by Margaret E. Sangster, "Mother's Thanksgiving," illustrated by Irving Wiles.

THE REVIEW OF REVIEWS for November recognizes in various ways the culmination of the presidential contest. In the "Progress of the World" there is a *résumé* by the editor of the methods the two great parties have used in waging the battle, and while corrupt methods are unapologetically attempted the editor takes a more optimistic and a less severe tone than has been used by many critics of our campaigning methods. The department entitled "Current History in Caricature" reproduces a number of the cartoons that have been actually influential in the campaign, giving prominence to those which have been most extensively used for campaign purposes by the two great national committees themselves. There are also summaries of recent important articles upon political methods which have appeared in other periodicals.

ST. NICHOLAS FOR YOUNG FOLKS.

JOHN G. WHITTIER long ago wrote of *St. Nicholas*. "It is little to say of this magazine that it is the best children's periodical in the world." Edward Eggleston, the author of "The Hoosier Schoolmaster," says of it, "There is not one of the numbers that does not stir the curiosity, inform the memory, stimulate thought, and enlarge the range of the imagination." Founded in 1873, and from the first number edited by Mary Mapes Dodge, *St. Nicholas* is now entering upon its twentieth year. The most famous writers have contributed to its pages in the past, but never has its editor been able to offer a better program or a more distinguished list of contributors than for 1893.

There is to be a series of illustrated papers on "The Leading Cities of the United States,"—the story of each city told by a prominent resident. Edmund Clarence Stedman will write of New York; Thomas W. Higginson, of Boston; New Orleans will be described by George W. Cable, and Baltimore by President Gilman, of the Johns Hopkins University. Dr. Lyman Abbott will tell the story of Brooklyn, and other cities will be treated by other famous men. There will be articles on the World's Fair, and a number of

pages of funny pictures and humorous verses.

Mrs. Kate Douglas Wiggin, the well-known author of "The Birds' Christmas Carol," etc., will contribute the leading serial for *St. Nicholas* during the coming year. The November number opens with a three-page poem by John G. Whittier, which has in it some of the most beautiful lines the good Quaker poet has ever written, describing the visit of a party of young girls to his home.

The *School Journal* says, "Place *St. Nicholas* in your household, and you need have no fears for the lessons taught your children." The magazine is the greatest aid that the teacher and the conscientious parent can possibly have. It entertains, and at the same time educates and instructs. The subscription price is \$3 a year. Remittances may be made directly to the publishers, The Century Co., 33 East 17th St., New York.

THE CENTURY MAGAZINE IN 1893.

It would be hard for a person who cares for good reading to make a better investment than a year's subscription to *The Century Magazine*. No region is too remote, no expense too great, if it will only produce what the *Century's* readers want. This is the policy that has made it, as the *Pall Mall Budget*, of London, says, "By far the best of the magazines, English or American."

The November number begins a new volume and contains the first chapters of a powerful novel of New York society, called "Sweet Bells Out of Tune," written by Mrs. Burton Harrison, the author of "The Anglo-maniacs." In this story the fashionable wedding, the occupants of the boxes in the Metropolitan Opera House, the "smart set" in the country house, are faithfully reflected, and the illustrations by Charles Dana Gibson, *Life's* well-known cartoonist, are as brilliant as the novel.

In this November number begins also a great series of papers on "The Bible and Science," opening with "Does the Bible contain Scientific Errors?" by Prof. Shields, of Princeton, who takes decided ground that the Bible does not contain scientific errors of any moment, and who most interestingly states the case from his point of view. Other articles in this series will include one in the December (Christmas) number, "The Effect of Scientific Study upon Religious Beliefs."

An important series of letters that passed between General Sherman and his brother Senator John Sherman is also printed in November, which number contains also contributions from the most distinguished writers, including an article by James Russell Lowell, which was not quite completed at the time of his death. The suggestion which Bishop Potter makes in the November *Century* as to what could be done with the World's Fair if it were opened on Sunday, is one which seems the most practical solution of the problem yet offered.

The December *Century* is to be a great Christmas number,—full of Christmas stories, Christmas poems, and Christmas pictures,—and in it will begin the first chapters of a striking novel of life in Colorado, "Benefits Forgot," by Wolcott Balestier, who wrote "The Naulahka" with Rudyard Kipling.

Papers on good roads, the new educational methods, and city government are soon to come. Four dollars will bring you this splendid magazine for one year, and certainly no cultivated home can afford to be without it. Subscribers can remit directly to the publishers, The Century Co., 33 East 17th St., New York. They should begin with November, and so get first chapters of all the serials, including "Sweet Bells Out of Tune."

THE . . .
NOYE
SYSTEM.

CORN AND FEED GRINDING.



By our system the millstone is outdone at every point. We can prove this by a hundred examples. The following machines are in it:

The Noye Six-Roll Corn and Feed Mill,

Great capacity—bright, clear, cool, even, granular meal—superior feed—little power.

The Noye Corn Screen,

An effective separator of coarse foreign material ahead of the rolls.

The Noye Corn Cleaner and Separator,

With air-suction and screen for removing both fine and coarse impurities.

The Noye Corn Meal Purifier and Bolt,

Giving perfect separation and purification of flour and meal.

The Noye Aspirator,

For use where separations have been made on ordinary reels and subsequent purification is desired.

The Niagara Corn Sheller,

With shaking sieve attached.

The Noye Corn and Cob Crusher,

Made of chill-hardened iron—very durable and efficient.

We should be glad to show samples and testimonials and give full particulars.

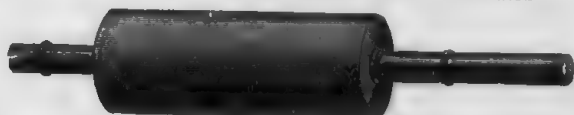
THE JOHN T. NOYE MFG. CO.

BUFFALO, N. Y.

FARREL FOUNDRY & MACHINE COMPANY,

ANSONIA, CONN.

Sole Manufacturers of the Celebrated



ANSONIA * ROLLS

FOR USE IN ROLLER MILLS.

The general experience of American Millers unites in pronouncing these Rolls the very best for Flouring Mill use.

• • These Rolls are now used in all Leading Flouring Mills. • •

CHILLED ROLLS FOR PAPER MILLS A SPECIALTY.

GREAT POWER WITH LITTLE WATER

JAMES LEFFEL
WATER WHEELS
BUILT BY
THE JAMES LEFFEL & CO.
Nearly 30 Years Business
affords every convenience for making Wheels of highest excellence and
Specially Adapted to All Situations.
Among the Wheels in operation may be found the
Largest and Smallest Wheels
in the greatest variety of form, style and finish under the
Highest and Lowest Heads
in this country. Write, stating head, size of stream, kind of mill. We will send our free pamphlet, and advise you.
THE JAMES LEFFEL & CO.
SPRINGFIELD, OHIO. | **110 LIBERTY STREET, NEW YORK CITY.**

Don't forget to mention this paper when you write.

ESTABLISHED 1856.



DRAWBACK ON BAGS COLLECTED.

R. F. DOWNING & CO.,

NEW YORK.

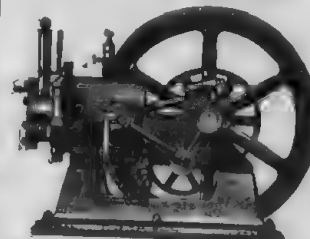
THE JOHN H. MCGOWAN CO.

PUMPS FOR FACTORY OFFICE 46 CENTRAL AVE. CINCINNATI, OHIO.
BRANCH HOUSE, 1425 EAST MAIN ST., RICHMOND, VA.

VANDUZEN GAS AND GASOLINE ENGINE

For Grain Elevators, Flour Mills and for General Uses.

STATIONARY AND PORTABLE.



JUST THE THING FOR GRAIN ELEVATORS.
OFFICE OF WELLS BROTHERS,
DEALERS IN LUMBER, GRAIN, COAL, ETC.
Marathon, Iowa, Sept. 23, 1901.
VANDUZEN GAS & GASOLINE ENGINE CO.,
Gentlemen.—We have had our engine in use about eight months, and can unhesitatingly say, the longer we use it the better we like it. It is a perfectly efficient, economical unit. My work is to run a flour mill, and conditions of grain, better than can be done with coal, and we do not have to hire any special help to run it, as we start it in the morning, and it will run itself all noon or night as we desire, using gasoline only in proportion to the work done, which is about one gallon to the indicated horse power used in ten hours time. We can start it in a few minutes when everything is cold, and "last but not least," we are paying one and three-quarter per cent. insurance, and our competitor is paying three and one-quarter per cent. for the same work, except he uses steam. Very respectfully, WELLS BROS.
Satisfaction guaranteed in every particular. For full particulars and prices, address VANDUZEN GAS AND GASOLINE ENGINE CO., 27 Broadway, CINCINNATI, OHIO.

THE ROBERT MITCHELL CO.
PERFORATED METAL CO.
CHICAGO, ILL.



DUST! DUST!
GIBBS' Patent Dust Protector protects the nose and mouth from inhalations of poisonous dust. Invaluable in Mill, Elevator and every industry where dust is troublesome. Perfect protection with perfect ventilation. Nickel-plated protectors \$1.00 postpaid. Circulars free. Agents wanted.
GIBBS RESPIRATOR CO.
20-26 La Salle St., Chicago



S. H. SEAMANS, PUBLISHER.

PUBLISHED MONTHLY.

OFFICE:

68-C MITCHELL BUILDING, MILWAUKEE.

Subscription Price—Per Year, in Advance:

To American subscribers, postage

prepaid, \$1.00

To Canadian subscribers, postage

prepaid, 1.00

Foreign subscriptions, 50

All Drafts and Post-Office Money Orders

must be made payable to THE UNITED STATES MILLER.

Bills for advertising will be sent monthly unless otherwise agreed upon.

For estimates for advertising, address the UNITED STATES MILLER.

[Entered at the Post-Office at Milwaukee, Wis., as mail matter of the second class.]

MILWAUKEE, NOVEMBER, 1892.

We respectfully request our readers when they write to persons or firms advertising in this paper, to mention that their advertisement was seen in the UNITED STATES MILLER. You will thereby oblige not only this paper, but the advertisers.

Editorial.

HOW to get over the right given by the charter "for the company to receive guarantee mortgages to any amount not exceeding \$400,000.00, such mortgages or notes shall be entitled to representation in the election of DIRECTORS in the ratio of one vote for every ONE HUNDRED DOLLARS" while the holder of a \$10,000 policy has only one vote, if this right (?) is insisted upon, is a matter which the policy holders should seriously consider.

WHAT about the Western Manufacturers Mutual Fire Ins. Co.? What is the matter with its policy holders, and the large surplus? No one questioned the ability of its Secretary, the stability of the company or its successful management. As Secretary, President, Board of Trustees and General Manager, in turning over the company, all must admit P. A. Montgomery a success. Gentlemen from Minnesota you should have "locked the barn before the horse was stolen." The ONE MAN POWER overwhelmed you.

THE "turning over process" is a fine thing for those who do the turning. We can cite a case, not a thousand miles from here, where one of the largest, best managed and most successful Mutual Fire Insurance Companies was "turned" successfully; its stock is worth to-day five hundred and thirty-five—five and one-third times par—and its president is estimated worth over a million dollars in gold, while the former policy holders, can only kick to keep their toes warm. A little scheming, an unsuspicious act of the legis-

lature and the deed was complete.

THE North Missouri Millers' Association, in passing their resolutions regarding the Millers' National Insurance Co., evidently did so upon the impulse of the moment, without any data before them. Go slow gentlemen—taking nothing for granted except the safety and security of the company, it matters not how large the surplus, providing it does not get away from you. Amend your charter and by-laws, if, and by your leave? it can be done. We have been told, "you can't do it, Barnum owns the charter." If so, "here's a pretty mess," and the president—guardian of your interests—should answer to you, for withholding this information. Do not wait for the *American Miller* to furnish you with any information on the subject, it is not in their line.

OUR CHICAGO CONTEMPORARY.

"He cometh unto you with a tale which holdeth children from play, and old men from their chimney corner."

Its editorial columns are laden with rank trash—so far as we are concerned; the statements, from beginning to end, are so palpably false, that they are hardly worthy a denial, but for fear a silence on our part might be construed by some into an admission that there might be even a semblance of truth in them, we wish to say that the article in the last issue of the *American Miller* entitled "An Attack upon the Millers' National Insurance Co.," and the other editorials, of which there are no less than six, are a lot of base insinuations and, so far as the writer of this is concerned, untruthful from beginning to end. We have made no "raid" upon the Millers' National Insurance Co. We propose, however, to enlighten every policy holder in the Company and every reader of the UNITED STATES MILLER, as to what has been their status in that Company since its organization—and, before we get through, will give brother Mitchell "a few nuts to crack." We make no war upon Mr. Barnum. We don't "want his place." We could not fill it if offered and would not if we could; "but there is an African in the wood pile," and we mean to expose him to the view of the policy holders. We don't want any proxies, and have not solicited any. Let the policy holders in each State have their own representative at the annual meeting. We will answer the questions proposed by brother Mitchell, at the proper time and to the entire satisfaction of the "milling" or any other "public." We propose to deal with the facts only. We shall not resort to a rehash

of any scurrilous statements that may have been published elsewhere. As to the Executive Committee of the Millers' National Association, we believe they can take care of themselves, if not, that is their own look-out. We were not at the meeting, never suggested that any action be taken by them, regarding the Millers' National Insurance Co., and did not know they had taken any action till several days after the meeting, and then only by inquiry of the secretary. We never sought an office or position of any kind, are not now, nor have we ever been a candidate for any office, political or otherwise, and would not take the position now occupied by Mr. Barnum if "offered to us on a silver salver." It is too bad, brother Mitchell, that you wasted so much time and space trying to villify us under the supposition (?) that we wanted something to which we had never aspired. Too bad! too bad. For six years or more you have been making just such mistakes, they annoyed us a little at first, but the day has long gone by, since we have taken any interest in your fairy tales written for our benefit.

THE LATE "FLOOD."

ALTHOUGH the National Political Campaign of 1892 has generally been characterized as one of the quietest that our country has ever seen, the results of the election proved a tremendous surprise to nearly every one, and demonstrated the fact that there really was an immense amount of interest felt in a quiet way, by the masses of American citizens.

The vote cast far exceeded all expectations, and the sentiment of the people regarding the issues upon which the campaign was fought, were not what party leaders anticipated.

The Republican party made the chief issue the Tariff and its teachers have been earnestly preaching the doctrine of "Protection to American Labor," at the same time accusing the Democratic party of intending to inaugurate Free Trade and thereby subjecting American workmen to competition from abroad, which would lead to their ruin. The mutual interest of manufacturer and employe has been maintained. The Democratic teachers have lifted their voices for "Tariff Reform," asserting that the policy of the Republicans was to tax the working man unreasonably—to make the rich manufacturer richer and the poor laborer poorer. The interest of manufacturer and employe have been held as separate and distinct. Both sides have misrepresented the true facts, have exaggerated the position of the other and presented statistics and specious arguments to substantiate

the positions occupied, until the man of average intelligence or limited education became bewildered and was unable to make up his mind which side of the question he really should take. His decision must, under such conditions, be based upon a desire to support the side which seemed most friendly to his interests. Here Democracy had the advantage. Its protestations of love for labor and animosity against autocratic capital, warmed the heart of the laborer. He thought he had found a friend and tied up to him. The Homestead troubles and other strikes occurring about this time, increased the bitterness of the working classes, and they were taught and believed that their troubles came from the protective policy in force. The farmer was told that the present low price of wheat was caused by "protection," and that he had to pay more for his clothing than he ought to, from the same cause. They wanted a change, believing that their condition could not be made worse, and they may now have it. At the close of the administration, which will be inaugurated at their desire, they can judge whether the promised relief is a chimera or a fact. They will find that the policy of the Democratic party when put into practical operation is not widely different from that of the Republicans. The sensible, thinking men on both sides know that there is a middle ground on the tariff question which is the only safe one for the country to walk upon, and they will not go to extremes in either direction. The general business interests of the country are sensitive to the effect of a campaign based upon a tariff issue to a far greater extent than the laboring classes are. The effect of such a campaign upon investors is bad. Capital is timid and looks to extremes. It is withheld for a time, when a change in tariff policy is probable, and kept locked up until a condition of stability seems assured, then it resumes activity. Labor needs this capital, and the working classes will probably feel some unpleasant results arising from the surprise they have given it; many will for a time be deprived of occupation, until capital can make up its mind what the policy of the new administration will be. Whether the new administration will produce benefits that will compensate for this remains to be seen. One thing is sure, the Democratic leaders, during the next four years, have a task at hand, in conducting the policy of our government upon lines which will be safe and sure, and at the same time satisfying the people who placed them in power, that promises have been fulfilled which is not to be coveted.

Correspondence.

[The following letters are all from our own special correspondents, and reflect their views and the views of the trade in the location from which they write.]

NEW YORK.

Breadstuffs markets have been a hard road to travel. Intelligence of American farmers. Lowest prices and largest movement on record. With a grain blockade and a car famine in consequence.

BETWEEN Columbus, the car famine west, the grain blockade east, and the decline in the whole list of breadstuffs, all over, these markets and those engaged in this trade, have all had a pretty tough time the past month, though our export trade has been considerably stimulated by the decline along the whole line, in consequence of an unprecedented movement of the crops to market, especially of wheat.

From one extreme to the other, swings the agricultural pendulum; and, with a hundred million smaller wheat crop this year than last, we have had larger receipts than a year ago, at 30 to 32 cents a bushel lower prices. Yet we boast of our intelligent farmers and their superiority over those of other less smart, but more free countries of the world, with which our farm products come into competition in the markets of Europe, which makes the price for our entire crop. Yet our farmers follow the advice of their Alliance leaders one year, and kick themselves the next, by forcing their wheat on Europe, when she does not want it, after refusing to sell it when she did want it last year at the difference in price of over 30 cents per bushel noted above. This is the only display of remarkable intellect on the part of our agricultural classes, who have "paid the freight" for years, on a tariff that only protects their wool, which is not one-tenth of their farm products, while all the balance must meet the competition of every free trade country in the world. But this display of "Yankee superiority" does not stop here. We have the additional spectacle of American farmers supporting a currency policy that has brought silver as well as wheat, to the lowest figures on record, and enabled Europe to buy her wheat of silver standard countries, as much cheaper, as silver is lower, and thus furnished another club, with which to beat the truth into their heads, that they have been supporting national legislation that has tended steadily to the impoverishment of the American farmer and to the building up of their competitors all over the globe.

In this connection a comparison of closing prices, on Nov. 6, this year, with those of a year ago in this market are of interest, in view of the smaller

crops and larger movement of the same this year.

WHEAT.			
	Closing.	Prev. closing.	Last year.
Nov....	74½	74½	1.07
Dec....	75½	76	1.08½
Jan....	77½	77½	1.10
Feb....	79	79½	1.11½
Mar....	80½	80½	1.13½
May....	82½	83	1.15½
June....		83½	

CORN.			
	Closing.	Prev. closing.	Last year.
Nov....	49½	49½	67½
Dec....	50½	50½	50
Jan....	50	50½	55½
Feb....			56½
May....	51½	51½	51½

OATS.			
	Closing.	Prev. closing.	Last year.
Nov....	35½	35½	38½
Dec....	36½	36½	39
Jan....	37½	37½	39½
May....	38½	38½	40

Here we have 32½c. lower spot or November wheat, while the difference between spot and May is 8½c. against 6½c. a year ago, which 2 cents additional, the farmer is paying the carriers to hold this crop till opening of navigation next spring. Corn for November or spot is seen to be 18½c. lower than a year ago, and oats about 3c., per bushel.

Not only are stocks at all our seaboard and interior markets past all precedent, as shown by the visible supply of wheat, but the amount on passage is large and increasing, with growing stocks and declining markets in Europe in spite of continued bad crop reports from both Russia and India. Even the drought, west, and bad seeding only had a temporary rallying effect on prices; while it did not stop the movement. Only rains lately had that effect in delaying the handling of grain. If such a state of affairs came about with a car famine, what would have been the result had farmers been able to have delivered their grain as fast as they would have done? For country as well as lake and seaboard elevators are full. Such is the condition of the whole breadstuffs list at home, with no prospect of relief except in farmers falling back, or in larger exports. As to the latter, the increase at the decline, is only kept up by continuous reductions in values, even with the poor quality and short crop of English wheat, as the Continent is not a competitor for our wheat or other grain to any extent this year.

Indeed, the situation on the other side is about as discouraging as here. The following recent report of the English markets by H. Kains Jackson says:

"The above remarks are not intended to infer that because prices are low and the market on solid ground it is a time to speculate. The inducements in such direction are indeed few and untrustworthy. If our view is turned towards America we find there should be, from old wheat stocks and new supplies, a further large bulk to be launched towards our shores. In the same way Russia's position presses shipments for-

ward, for which the Continental competitive buying is very weak. Moreover, English millers are out-of-heart through the American flour supplies underselling the products of home manufacture. We have received in the past six weeks 800,000 sacks more flour than in the corresponding period of a year ago, and this excess of imports pervades our country villages as well as the demand of our great ports. Probably, too, while the wheat trade is under the control of the English buyer who makes his venture as his judgment decides, the flour trade is much less under the control of importers, being initiated frequently as the shipper's adventure on the other side of the Atlantic."

This is sufficient to explain the condition of our export flour market and to show how little there is in the outlook for a better trade, although there has been a little new business in Spring Bakers' Extras at \$2.80 @ \$2.90 in sacks and \$2.50 for unsound do. Yet no sound lots could be placed even at this decline. There have been a few days only in the whole month that any lines of trade brands could be sound and then only at concessions; which reduce values 15 @ 25 cents per bbl. for the month; which, however, is very small in comparison with the decline in wheat. As dealers have been unwilling to force sales at any marked concessions, flour having declined previously lower than wheat, spring patents, winter straights and City mill clears have been about all that were wanted and then only from hand to mouth, the latter being quoted \$4.10 as the public price for lines.

The following quotations show the range of prices, though on many grades they are mostly nominal prices, asked in absence of trade, and include jobbing as well as wholesale prices.

Spring.			
No. grade.	Sacks.	Barrels.	Winters.
No. 1...	1.00 @ 1.20	1.00 @ 1.20	1.00 @ 1.20
No. 2...	1.00 @ 1.20	1.00 @ 1.20	1.00 @ 1.20
No. 3...	1.00 @ 1.20	1.00 @ 1.20	1.00 @ 1.20
No. 4...	1.00 @ 1.20	1.00 @ 1.20	1.00 @ 1.20
No. 5...	1.00 @ 1.20	1.00 @ 1.20	1.00 @ 1.20
No. 6...	1.00 @ 1.20	1.00 @ 1.20	1.00 @ 1.20
No. 7...	1.00 @ 1.20	1.00 @ 1.20	1.00 @ 1.20
No. 8...	1.00 @ 1.20	1.00 @ 1.20	1.00 @ 1.20
No. 9...	1.00 @ 1.20	1.00 @ 1.20	1.00 @ 1.20
No. 10...	1.00 @ 1.20	1.00 @ 1.20	1.00 @ 1.20
No. 11...	1.00 @ 1.20	1.00 @ 1.20	1.00 @ 1.20
No. 12...	1.00 @ 1.20	1.00 @ 1.20	1.00 @ 1.20
No. 13...	1.00 @ 1.20	1.00 @ 1.20	1.00 @ 1.20
No. 14...	1.00 @ 1.20	1.00 @ 1.20	1.00 @ 1.20
No. 15...	1.00 @ 1.20	1.00 @ 1.20	1.00 @ 1.20
No. 16...	1.00 @ 1.20	1.00 @ 1.20	1.00 @ 1.20
No. 17...	1.00 @ 1.20	1.00 @ 1.20	1.00 @ 1.20
No. 18...	1.00 @ 1.20	1.00 @ 1.20	1.00 @ 1.20
No. 19...	1.00 @ 1.20	1.00 @ 1.20	1.00 @ 1.20
No. 20...	1.00 @ 1.20	1.00 @ 1.20	1.00 @ 1.20

Rye Flour has also dragged at \$3.25 @ 3.50; and Buckwheat flour has been in fair demand at \$1.70 @ \$1.85 for choice new.

Trafton makes the stock of winter flour 70,000, and of spring 110,500, against 76,200 and 90,400 respectively last month, and 159,200 spring and winter a year ago.

A dispatch to the Produce Exchange on the 1st inst., said: "The Russian crops are officially estimated at 247,000,000 measured bushels of wheat, 679,000,000 bushels of rye, 144,000,000 bushels of barley, 495,000,000 bushels of oats, and 22,000,000 bushels of corn. Last year the

crop of wheat was 183,000,000 qrs.; of rye, 536,000,000 bushels; of oats, 436,000,000 bushels; of barley 139,000,000 bushels; and of corn, 29,000,000 bushels.

The Chamber of Commerce has passed a resolution asking the Superintendent of Public Works to delay the closing of the canals to the latest possible moment in consequence of the enormous blockade of grain seeking the seaboard.

The following communication was received on the 17th of last month by the Produce Exchange from the New York Central Lighterage Company: "We desire to give notice to the grain trade that, owing the heavy receipts of grain at this port and the large amounts in transit, the crowded condition of the New York Central Elevator and the West Shore Elevator may at any time oblige us to float grain which we may be unable to store."

There has been a meeting of the representatives of the Canadian Boards of Trade with the Trunk Line Commissioner, in which the Produce Exchange was asked to take part, for the purpose of facilitating the delivery as well as sale of Canadian grain in transit and bond via New York to Europe.

The Mark Lane Express of late date, thus gives the situation on the other side: "Low prices current are greatly affecting the market deliveries of wheat, farmers having 15 per cent less and delivering 30 per cent less. Millers are bidding low for imported wheat, knowing that the greater part of the American surplus of 40,000,000 bushels will come to Great Britain, as France will need only one-fifth, Holland only one-third of what they needed in 1891, while the Australian surplus promises to be double that of 1892. Barley, oats and corn were firm during the week. Damp wheat of poor quality fetched, at rare intervals, 30s. Foreign wheat unchanged, owing to the small imports."

Corn products have declined with corn, and ruled dull and featureless at \$3.00 @ 3.15 for kiln-dried meal in bbls., and 95c. @ 97c. for corn do. in bags. Mill Feed has been weak for Western on free supplies at 65 @ 67c., while City has been steadier and in fair demand at 67½ @ 70c.

N. Y.
New York, Nov. 8th.

BUFFALO.

[F all the bastard journalists in the profession were swinging as high as Haman, what a pleasant sight it would be to the honest chronicler of news. These "special fends" abound in every large city, and while Buffalo is cursed with more than her share, she is doubly afflicted in having among them a few of the biggest liars on

earth. New York papers are their meat, but in the absence of anything in that quarter they try Chicago, and lately Milwaukee has been added. Take the so-called grain blockade at this port, during the latter part of this month, a situation which never existed except in the "special fiend's" mind, but the *Evening Wisconsin* had to take it. The only foundation for the dispatch was the usual congested condition of the two big railroad houses, the City and Erie. The canal elevators were empty; 5,000,000 of capacity was just yawning for something to fill up with. Last year the Chicago Tribune printed a story of the inundation of the big flouring mill of Harvey & Henry, an utter impossibility, and the "blockade" is on a par with it.

New York sent word to stop shipping grain to that point until further orders, which the elevators here were willing enough to do on account of the scarcity of cars, but Boston took all the corn ready to go forward from Buffalo. It is highly probable that elevator room in good houses will be held at a premium this fall, as dealers in hard wheat prefer certain locations and the prospects were never better for an abundant supply of wheat from the northwest to be held here for the trade during the winter months.

The Merchants' Exchange members did a handsome thing in presenting Mrs. Shuttleworth with an elegant case of silver containing cutlery in abundance. A letter of acknowledgment addressed to Mr. C. H. Warfield, Mr. George Urban, jr., Mr. G. H. Wolcott and others, shows the high appreciation in which the gift was received, particularly, it states, as it came from her husband's business associates. Mrs. Shuttleworth is the daughter of Vice President C. W. Newman of the Exchange.

Canal freights touched the high figure of 6 cents on wheat to New York, Oct. 25, and kept at that rate until Nov. 2, when a heavy supply of boats caused an easier feeling. This is the highest rate paid during the month of October in seven years.

The loss of the steamer W. H. Gilcher, close on the heels of the Western Reserve, shows plainly that there is something wrong in the construction of the Cleveland-built steel boats. The explanation of the loss of the Reserve by "sheering" does not meet with much support here, on the contrary our best iron workers, among them several who have seen the building of steamers on the Clyde, say the riveting was not the cause. In their opinion the iron vessels now on the lakes are faulty above the water line. Clyde-built steamers have plates twice the thickness above the water-

line up to the deck; while the hull in lake-going steamers is considered the most substantial. This last disaster will teach a lesson which will change the construction of steel steamers entirely and cause no little depreciation in values of those built on the same plan as the Gilcher and Western Reserve.

The Reading road belongs to the hustling lines and is fairly making the cinders fly. Every available car is kept on the move—in fact it has more business than it can comfortably take care of.

The Canal Centennial Convention was a fairly successful affair after all. Some sensible speeches were made by prominent New York friends of the canals, and altogether the gathering was larger than was expected. Mr. Clinton, President of the Canal Improvement Union, introduced President Scatcherd of the Merchants' Exchange, who delivered a fine address on the interests of the great water way. Mayor Bishop also spoke asserting that the supremacy of the Empire State was due to the canals.

The roller mill at Corfu has been leased by Elias Reist of Hamburg, who is now running three mills in this county.

Mr. Geo. T. Chester, whose mill was burned at Lockport, last month, says he will rebuild. This mill which had been idle for many months, only recently started up, after a thorough refitting, at a cost of \$20,000. The Little mill which was also burned will also be rebuilt. Both mills were fully insured.

The old Frontier mill, owned by Schellkopf & Mathews at Black Rock, having a capacity of about 300 bbls., is for sale. This mill was last used by Geo. Urban, when the Urban mills were destroyed by fire, and has been idle since. Want of sufficient water and the hauling of the product from the mills to the city on cars, in these times of small profits, make the mills along the Niagara River decidedly unprofitable to run. Harvey & Henry's mill, the Queen City, which has better power may also be said to be in the market.

Springville, in this county, is to have a new mill to take the place of the Burt Chaffee mill, destroyed by fire a short time ago. The new mill will be owned by Mr. George Chesbro.

I cannot refrain from giving a few more figures showing the enormous growth of the lake trade and the transfer facilities of Buffalo. The record of receipts by lake for the season of navigation to Oct. 31, stands as follows:

Flour, bbls.	Grain, bu.	Grain, inc. flour, bu.
1892.....7,892,286	111,801,858	150,813,349
1891.....5,265,591	99,707,267	126,035,592
1890.....4,351,548	77,072,003	101,329,718

There is something about these figures which make every grain dealer and elevator man

proud of the port of Buffalo. The same increase is shown in lumber, lath, flax-seed, feed, oil-cake and many other miscellaneous articles.

Although the canal has picked up wonderfully during the past month, a steady falling off in business is shown, while the railroads show a corresponding increase in shipment.

	1892.	1891.	1890.
Canal.....	826,148,154	30,200,570	34,555,403
Railroads.....	999,112,337	59,198,134	32,664,273

The railroads during the next six months will improve their facilities for the transshipment of grain, so as to be able to take fifty per cent more during the season of 1893, while the canal can not, under present conditions, make a single change which will increase its carrying capacity owing to Governor Flower's veto of the canal appropriation bill to deepen the great ditch and lengthen the locks. The question is, can the canal boat owners weather another profitless year like the present? Possibly; but two and at most three years will certainly fetch every boat under the hammer.

The amount of coal carried by lake to upper ports is also worthy of notice. During 1892 the shipments were 2,345,000 tons, against 1,974,000 in 1891 and it is confidently predicted that over half a million tons will be taken for western shipment during this month.

Mr. George Urban, Jr., chairman of the Erie County Republican Committee, is on record as the hardest worker and best managing leader of a national campaign since the death of Mr. James D. Warren. There is no doubt about this. He has kept the "boys" together when the most prominent among them threatened to bolt and no man in Buffalo can command the respect of all citizens and particularly the Germans as well as George Urban, Jr. I do not like to be flowery but when he casts his turban in the ring it is there to stay until the battle is won. In a scale of ten George is nine and, therefore, a peer among men.

The pernicious practice of selling a vessel's turn at an elevator was indulged in, last fall, by several captains but the odium was more than they could stand and it was hoped elevator men would refuse to tolerate it again. This season, owing to the bunching of vessels at the City houses, the captain of the C. C. Barnes saw a small profit in it and sold out. This should be stopped.

Quite a number of line boats doing a package business are laid up for the season.

Millers in Buffalo and Rochester just humped themselves to buy wheat when Chicago December struck 71½. But sellers kept putting up the limits on them and a number

thought they would wait. This made it all the worse, as every day found limits a fraction higher and about the first of the month it was concluded to take hold and, in two days, half a million c. i. f. No. 1 northern was purchased at 75¾ @ 76¼ together with 200,000 spot do. at 77 @ 77¼ and 200,000 No. 2 northern, 72 to 71 c. for spot and c. i. f. No. 1 hard is considered too high, 81½ @ 82 being asked for spot and none offered to arrive. Old No. 1 hard is precious and is held at 13 over Chicago December and No. 1 northern at 10½ over. A lot of 100,000 old No. 1 hard from Minneapolis, which millers considered as good as Duluth of the same grade stuck at 7½ @ 8½ over but was all cleaned up at 9½ the first of the week. It was cheap at the price.

Millers are mixing No. 1 northern and No. 2 northern and getting as good satisfaction for certain grades of flour as if they took No. 1 hard. A few cargoes of No. 2 northern, of very choice quality, were secured by Rochester millers through their Buffalo buyer, owing to want of space in good elevators.

Last year, No. 1 hard old was selling at \$1.04 against 85c on the same date this month. The best spring patents are selling to-day at \$4.40 against \$5.20 last year.

Mr. George Urban says, he has not used any new wheat yet, having sufficient old on hand to keep going for some time to come. He has not purchased a pound of the new crop either, and the millers and speculators who generally "do as George does," are a little anxious concerning the outcome, as the majority have a well defined bull fever. That Mr. Urban will get in on the bottom, as he did on the wheat he is using now, is almost certain. At all events he is not troubling himself about it although his short but frequent visits on 'Change, of late, indicate a disposition to do something in that direction. He is one of the quickest traders on the floor; never haggling, either promptly refusing to take the stuff at the price or accepting it in his usual seemingly curt manner, with two words, viz: "all right." "It's a comfort to do business with such people," remarked one of our best traders, after Mr. Urban had taken a number of cars of choice red wheat. "He knows what he wants and we fix the price right, knowing that any attempt to stick him will result in a refusal to purchase from us at 10 cents below the market value."

Winter wheat flour, the best family brand, which includes such choice productions as Newman's "Akron Falls" and "White Fawn" sold here in car lots last week at \$4.00. Surely this is dirt cheap, but the wonder of

SUPERIOR.

EVERYTHING seems to be shaping itself toward making this the greatest milling center of the country. At Old Superior, the Daisy or Lake Superior Mill, the Todd and the Listmann are all going up in a group less than a stone's throw apart. The Daisy mill has been ready for receiving the machinery but a short time and the inside fixtures are being put in as fast as possible. The flour shed is completed and the elevator which has been finished for some time is being covered with corrugated iron. The foundation for the Listmann mill has been completed and the brick structure is rising slowly on a very firm and durable foundation. On Hughitt slip, three miles up toward the new town, three more mills are located. The Freeman Mill is turning out about 7,500 barrels weekly and the Russell-Miller and Minkota Mills are being erected.

It is expected that all these mills will be in operation within six months. It is believed that the Daisy Mill will be ready to grind its first flour about January 1, 1892. The Land, River & Improvement Company claim that they are negotiating for the location of two more flour mills at Superior. In fact it would seem as if this whole community were gone wild on the proposition of building up a big flour milling center at the head of Lake Superior. The receipts of grain are not as large as last year and the shipments of wheat are not half as much since November 1. Consequently the amount of wheat in store is increasing very fast.

The Board of Trade on this side of the bay is increasing in usefulness and strength every day, principally on account of the mistakes in Minnesota inspection, which is said to be at first rigid and then lax. This will also in time furnish the only sample market at the head of lake Superior for milling men to purchase car lot wheat upon before first running it into elevators. The flour milling business will serve to strengthen and widen the Board of Trade's sphere of usefulness. The slump in prices of wheat has not been of great advantage to millers for the reason, that flour has been cheapening at a like rate. The cheap grades of flour have been most in demand at bottom figures. It is noticeable that Superior mills sell a greater portion of their manufactured product than the Duluth millers and consequently, they have proportionately less flour in store.

In contests with Duluth for securing new flour mills, Superior has universally been successful and is no doubt

destined to become the great flour milling center of the future at the head of Lake Superior.

The completion of the Duluth, Missabe & Northern and Duluth & Winnipeg railroads up to the ore docks at old town, where our ore is being hauled preparatory to shipping a cargo or more to Cleveland to be tested in the blast furnaces this winter is liable to make the old town one of the busiest centers of industry here, when the flour mills are also running.

The production of Superior mills and the shipments of the same for the four weeks ending on the dates named are as follows:

	Receipts.	Shipments
Oct. 8.....	9,864	9,864
Oct. 15.....	10,942	10,942
Oct. 22.....	9,455	9,455
Oct. 29.....	10,100	10,100

The flour is shipped as fast as it is made. WHALEBACK.

Superior, Nov. 11, 1892.

MINNEAPOLIS.

SINCE my last letter to you, wheat declined here to the lowest price of the crop, 66 $\frac{1}{4}$ c December, and the writer ventures the prediction that it will not sell as low as that again on this crop. There is apparently nothing in the situation, at present, to cause any radical change in values, but the price is too low for speculators to expect much advantage from short sales. They are, therefore, liable to try the other side at any encouragement, and anticipate the turning point in available supplies. To-day's market was corroborative of this theory, advancing 1 $\frac{1}{2}$ c without any encouragement in the statistical position. Our stock of wheat increased 933,887 bus. last week, and is now 5,986,752 bus., 3,494,573 bus. of which is No. 1 Northern, our contract grade. The receipts from this crop have been from August 1st, at Minneapolis, 21,571,904 bu. against 19,930,450 bu. last crop, and in Duluth 15,867,615 bu. against 18,876,584 bu. last crop. This shows that farmers have been very free sellers, as they usually are at low prices. Farmers deliveries are smaller in the Dakotas, where probably 60 per cent of the crop is marketed. In Minnesota a smaller per centage has been moved, probably not over 40 per cent. When you figure that this movement has occurred in 3 $\frac{1}{4}$ months, it can readily be seen how much smaller it must be in the next 8 $\frac{1}{4}$ months of the crop year.

Our flour mills have been making the largest run on record during the past month, averaging about 225,000 barrels per week. The output has so far been sold, but at no very remunerative prices. The increase in demand has been mainly from domestic buyers, the foreign demand being more

largely for patents. Red Dog has met with a large demand from domestic dealers, some of it selling as low as \$1.05 per 200 lb. sacks. As the mills are now somewhat oversold on this grade, the price has advanced about 10c. Prices here are ruling at \$3.65 @ \$4.05 for first patents, \$3.55 @ \$3.70 for second patents, \$2.40 @ \$2.90 for fancy and export bakers, \$1.10 @ \$1.25 for low grades in bags, including Red Dog. Some of our republican members have this year voted the straight democratic ticket by reason of their opposition to the Washburn Anti-Option bill, although, as the bill was passed by a democratic House of Representatives, it is difficult to see what process of reasoning produced such a result. It is to be hoped however that their expectations will be realized, and that the bill in its present form will be consigned to oblivion, whether as a result of the democratic victory, or from a better understanding of the subject on the part of our legislators.

G. W. S.

Minneapolis, Oct. 9, 1892.

ANTI-OPTION LEGISLATION.

THE Hatch "Anti-Option Bill," which passed the House of Representatives, at the last session of Congress, and which was so persistently pressed in the Senate by the Hon. W. D. Washburn, senator from Minnesota, and was left there as unfinished business, to be taken up again at the next session of Congress, is a measure fraught with so much importance to some of the greatest business interests of the country, that a thorough understanding of the subject seems highly desirable, not only on the part of the intelligent public, but more particularly on the part of our senators, who will be called upon next winter to vote yea or nay, on a bill, the effects of which must certainly be very radical on the immense business interests representing the marketing of our enormous grain crops, our cotton crop, the trade in provisions, etc. That this bill, like all similar ones, such as the "Butterworth Bill," was originated by parties not thoroughly familiar with the subject, has been conclusively proven to those who have passed the greater portion of their lives in the active conduct of this business in all of its departments, and who, therefore, should have some knowledge of it. The "Washburn Bill" as first written, not only prohibited the selling of grain for future delivery, but allowed no one but a miller or consumer to become its purchaser. When the disastrous effects to the farming interests of such a law, were plainly demonstra-

ted to the senator from Minnesota, and elevator line owners, in consultation with him, showed him that, under such a law, instead of paying the farmer in the northwest, within 3 or 4c of the Minneapolis or Duluth price, less freight, they would be compelled to buy at 10c @ 15c margin, because they could not protect their purchases by sales for future delivery, the bill was modified to permit sales for future delivery, against actual holdings of wheat or other grain, and the clause, limiting the buyer of grain, to the miller, shipper or consumer, was eliminated, magnanimously allowing anyone, who had the money to pay for these commodities, to buy them, and by additional amendments, the bill has been brought into its present shape, allowing sales for future delivery, of grain, provisions, cotton, etc., only against holdings of actual property, and that these contracts may be resold any number of times, but must always have the real property back of them. The declared object of this bill, is to prevent undue depression in values, by the manipulations of short sellers, or operators on the "bear" side of the market. The object is a good one, and should meet with the approval of all who desire to see this class of business conducted on a legitimate basis, but the principle of the bill, I believe, is wrong, and utterly mischievous. It denies the right to dealers in the commodities mentioned—it makes no difference whether they may be millers, elevator owners, shippers, or merely speculators—to contract to deliver grain, cotton, provisions and oil, at a future period, unless they already own the property so contracted. If this principle is equitable and just, why not apply it to all commodities and property? Why should the miller contract with the European or home customer, to deliver him a stated quantity of flour in one, two or three months time, when he has not yet ground the flour, nor bought the wheat to make it from? Why should a contractor be permitted to agree to deliver a building, or a railroad, or a bridge, completed at a future date, when he does not at the time the contract is made, own a particle of the material required in its fulfillment? Why should the government itself be permitted to contract for supplies for its army or navy, with parties who are not in possession of these supplies, when these contracts are made? Thus granting a privilege to one class of dealers, which they deny to another. It requires very little argument to prove that the proper remedy for the evils of "short selling,"

has not been found by the authors of these "Anti-Option" bills, and that the remedy they seek to enforce, would probably prove more disastrous than the evils they desire to correct. That these evils do exist, the author of this article readily admits, and thinks that Senator Washburn has ably proven this part of his case in his speech of July 11th, 1892, before the United States Senate, in defense of his bill.

The *real* remedy for the evils this bill seeks to rectify, is a simple one, and *violates none of the natural laws of trade*. COMPEL THE ACTUAL DELIVERY of the property on all contracts in the articles mentioned in this bill. To those familiar with the conduct of this business in "futures" (for future delivery) in these commodities, it is well understood, that in a majority of transactions these deliveries are never made, nor even contemplated. In lieu thereof a system of settlements, or clearing house system, has been in vogue for a number of years, on the different Exchanges or Boards of Trade. This system works as follows: Jones, a commission merchant on the Chicago Board of Trade, doing a large business, has five millions of wheat, bought for delivery next May, 1893. This quantity may be bought in different amounts, and on different dates, for fifty or a hundred different customers in different parts of the world, and from as many different firms on the Board of Trade. Mr. Partridge, or some other large "bear" operator, gives Jones an order to *sell* five millions of "May wheat," which Jones proceeds to execute, and probably sells most of it to the firms of whom he has *bought* this like quantity for his other customers. His settling clerk immediately proceeds to "ring up" or settle these sales for Partridge, against the purchases for the other customers, the differences in price of the purchase and sale are adjusted by certified checks passed through the clearing house, and Jones the broker's risk is eliminated so far as his fellow members of the Board are concerned. When the customers sell out their five millions, and Partridge buys in his five millions, this same process of settlement is gone through again, and only a small portion of these large contracts, which may not "ring up" or settle, because they are not made with identical firms, on the Board, are ever fulfilled by actual delivery of the property. It is this system of "settling" or "ringing up" trade, thus doing away with the actual delivery of property in a majority of cases, that has facilitated the speculative part of the business to so great an extent, as to have made many of the courts of the country de-

cide that these transactions are of a gambling character, because it cannot be proved that any delivery is contemplated or actually made. *It is the lessening of the risk of the broker* so greatly, by this system, that enables the short seller to put out through him an enormous line of sales for delivery? six months ahead, and gives him all that time to hammer the market, before he is compelled to cover (buy in his sales). If these trades were all left open until the contract became due, it would require so much calling of margins among the different brokers, as prices fluctuated, that they would refuse to make trades for delivery four, five or six months from date, in such large quantities, without a much larger marginal deposit from the customer, and if the seller was compelled to cover his trades in 30 or 60 days as would then be the case, instead of in four to six months, his power to depress prices would be greatly crippled. He would not dare to sell so heavily.

Another very important evil that this compelling of actual delivery would suppress, is the "bucket shop" interest. These institutions make no pretense even, of doing a legitimate business, and are gambling institutions pure and simple, whose prosperity is built up entirely from the losses of their customers, and who therefore resort in many instances to devices, to cause their customers to lose, such as holding back quotations when they are in the customer's favor, and waiting is possible, until the market goes against the customer, before posting them again. These institutions started in Chicago, and soon had branches all over the country. They absorbed a large amount of the speculative buying of the country, which, *therefore, failed to have any effect in advancing values*, as it did formerly, when the orders were regularly filled on the Boards of Trade, but almost always had a contrary effect, for the reason that as soon as the amount of these purchases became large enough to make it an object, orders would be sent to the Chicago Board of Trade, to sell a sufficient quantity of property (a million of grain, or more if necessary) to depress prices to a point where the margins deposited would exhaust, and the "bucket-shop" merchant? would become the owner of these margins and buy in his sales on the Board, at a profit also. As a result of this class of business, it soon became an axiom among well posted traders, that if the speculative element were known to have bought largely of the "bucket-shops," a decline was sure to occur, and *vice versa*. The Chicago Board of Trade made a long fight against these insti-

tutions; taking the wires out of their exchange rooms, and refusing to give quotations to the public, but have finally succumbed and given up all these measures, finding that their own business was crippled as the result, and in some mysterious manner, the gambling institutions continued to run. *Compel actual deliveries* on all contracts, and these institutions must cease to exist, speculation will have its natural effect on values, and the "bull," having an equal chance with the "bear" operator, will, many times, be found to prevent an undue depression in values, which might occur from a free crop movement, if this element, speculation, were eliminated, or too much advantage given to the bear operator, as has been the case.

The Chicago Board of Trade has been largely at fault in the construction of its rules, in giving the advantage to the "short seller." Its "anti-corner" rule (repeated two or three years ago) was aimed to cripple the "bull," and help the "bear" out of his hole. No dealer is ever cornered, unless he sells what he does not possess. When he does this, let him buy it back and deliver it, or suffer the penalty. The next move in favor of the short seller in wheat, was the construction of the grade of regular? No. 2 wheat, or "contract" wheat. This is the grade on which all speculative transactions are based, and includes both spring and winter wheat of No. 2 grade, so that under the rules, a short seller can deliver either No. 2 or No. 1 spring or winter wheat on his sales. *Is this a mercantile grade of wheat?* Is it not intended simply to aid the short seller in depressing values by increasing the quantity the "bull" has to buy from him? Now, gentlemen of the Boards of Trade of the country, get back to a *legitimate* manner of doing your business, and "Anti-option" bills will die a natural death. Speculation is no more a crime in your commodities, than in any other. Sell what you please for future delivery, but designate your commodity. Don't have it cover two or three kinds and grades, as in your wheat trades. Give up your system of settlements. Leave your trades open until the contract matures, then fulfill it to the letter by delivering what it calls for, and you will get a fair remuneration for doing your business, which you do not get now, and speculation will have no baneful nor unnatural effect on this business, because it will once more be regulated by the natural laws of trade, and the buyer will have an equal chance with the seller. If legislation on this subject is necessary, and I be-

lieve it is, if for no other reason, to suppress the "bucket shops," let it simply compel the fulfillment of contracts by *actual delivery*. If it undertakes to do more, the effect will be unnatural and despotic, and subversive of our form of government, which must not interfere too closely with the liberties of its subjects, nor deny rights to one class of business which it grants to another.

To recapitulate: to deny the privilege of selling for future delivery except to holders of actual property, is class legislation, as this principle extends to many business transactions outside of those on the Boards of Trade, as previously shown.

To compel actual delivery in Board of Trade transactions kills the "bucket shops," because they never deal in actual commodities. It cripples the power of the short seller to depress prices, by increasing the risks of the broker, and therefore compels trading principally for near, instead of remote future delivery and it legitimizes and *legalizes* these transactions, because the contracts are fulfilled to the letter, as in other properties and commodities, in other kinds of business transactions, outside of Boards of Trade. It also compels the short seller to deliver *one kind of wheat* only, on his contract, either winter or spring, and not either, or both, as in the so called No. 2 regular wheat in Chicago.

In closing this article, I will refer to the trading in "puts" and "calls," which the Chicago Board of Trade, owing to some strange freak of business morality? refuses to recognize as business transactions.

A "put" is the privilege of selling a stated quantity of grain or other property, at a fixed price, for a consideration. A "call" is the privilege of buying in the same way. Now, any business man knows that an option on real estate can be bought, and enforced in the courts. What is the difference in principle, between a call on a corner lot, or a call on 10,000 bushels of wheat or corn, or 1000 barrels of pork? A "put" is but the reverse of a call.

Chicago Board of Trade legislation has favored the "bears," in shaping their rules, for the past ten years. Compel them to undo this mischief by national legislation in the manner I have suggested, and once more the natural laws of trade will assert themselves in the control of values, and speculation will have no more baneful effect than in any other class of business, it exists in all commodities, and is a necessary part of nearly all mercantile business.

GEO. W. SHEPARD.
Minneapolis, Oct. 31, 1892.

DECIDED IN THE COURTS.

STOCK OF CORPORATION MUST ALL BE SUBSCRIBED FOR BEFORE ASSESSMENTS ARE MADE.—Where a subscription contract of a proposed corporation fixes the capital stock at a certain sum divided into shares of, say \$100. each, the whole amount of capital so fixed must be fully secured by a bona fide subscription, before an action will lie upon the personal contract of the subscribers to the stock to recover an assessment on the regular shares, unless there is a provision in the subscription contract to proceed in the execution of the main design before the whole amount of capital is subscribed.—*Hards v. Platte Valley Imp. Co.* Supreme Court of Nebraska. 53 N. W. Rep. 73.

ILLEGAL OBJECT DOES NOT AUTHORIZE BANK TO REFUSE TO HONOR CHECK.—While a person who has given a check can stop its payment by notice to the bank at any time before it is presented, for any reason, valid or not, which the drawer may have, a bank can not refuse to cash a check, though it knows that the check was drawn in payment of a bet made in violation of law on the result of an election; and the fact that a check was so cashed is not ground on which the drawer can recover the amount from the bank.—*McCord v. Cal. Nat. Bank of San Diego*, Supreme Court of Cal. 31 Pac. Rep. 50.

EFFECT OF CALLS FOR PAYMENTS ON STOCK.—Each call for unpaid subscriptions to the stock of a corporation gives rise to a separate cause of action from the time of default thereunder, and a refusal to pay a draft for the first call cannot be considered as a denial of liability under all future calls, so as to set the statute of limitations running as against them. And so, in an action to recover an assessment on the stock of a corporation, a decision that the cause of action was barred by limitation is no bar to a subsequent action between the same parties to recover a subsequent assessment.—*Dorshheimer v. Glenn and Priest v. Glenn*, U. S. Circuit Court of Appeals. 51 Fed. Rep. 405.

CONTRACTS MADE BEFORE ORGANIZATION OF CORPORATION.—Corporations can act only through their agents. A corporation not in existence can have no agent. The law of agency implies a principal capable of being represented by an agent of his own appointment. It follows, therefore, that an incorporator can not be the agent of a corporation, prior to its organization, and no act of his will bind the corporation. But the law is equally as well settled, that a contract made in

advance of incorporation may be adopted after organization, and thereby become the contract of the corporation. The liability in case of adoption does not rest upon the idea of any supposed agency of the promoters, but upon the immediate and voluntary act of the company.—*Pittsburgh & Tennessee Copper Co. v. Quintrell*, Supreme Court of Tennessee. 20 S. W. Rep. 248.

LIABILITY FOR INJURY TO FREIGHT WHERE SEVERAL CARRIERS FORM A LINE.—Where several common carriers unite to form a line for the transportation of merchandise, and receive goods and give a through bill of lading, each carrier becomes the agent of the others to carry into effect the transportation and delivery of the property. In such case the party sustaining the injury may bring his action directly against the carrier committing the injury or against the one that undertook to transport the goods. As between the carriers however, each one is liable for the result of its own negligence, and, although the first carrier may have assumed the responsibility for the transportation of property beyond its own line, and damages may be recovered against it for a failure in that regard, yet the carrier causing the injury will be liable to it for such damages. In other words, the party guilty of the wrong is ultimately liable therefor.—*Mo. Pac. Ry. Co. v. Twiss*, Supreme Court of Nebraska. 53 N. W. Rep. 76.

SALE OF WHEAT BY SAMPLE.—On the 7th of the month a firm dealing in grain, in answer to inquiries relative to wheat, wrote: "Will send you sample 3 red to-day. Wheat would cost to-day 98." On the 10th the parties addressed wrote, suggesting that there was a mistake in price quoted, as the market for No. 3 was 90 and 91 cents, and very dull and weak. On the 14th the latter telegraphed the first mentioned dealers to quote lowest 3 red wheat. On the same day the first mentioned firm sent two telegrams, one reading, "87. * * * have five cars," the other, "Red. 98." Their correspondents replied that they would give 86½, which offer the first mentioned firm accepted, with an inquiry, "How many like sample?" In an action for failure to ship according to sample of the 7th, it being contended by the first firm that another sample marked "3" was sent on the 8th, and that in the telegram quoting price at 87 and the subsequent telegrams sent by them reference was had to this sample, that, as it was not claimed that the sale was on an inspection grade, it was error to have supposed defendant intended to

undersell the market 10 cents, and hence it would be conclusively presumed that the telegrams referred to the sample of the lower grade.—*Pitt v. Emmons*, Supreme Court of Michigan. 52 N. W. Rep. 1004.

PRESUMPTIVE EVIDENCE OF PARTNERSHIP.—In an action to settle a partnership for two years, it appeared that there were losses for the first year, while the profits for the second year were considerable more than enough to pay the losses for the first year. One party claimed that the partnership was for the first year only. It appeared that the warehouse with which they did business, recognized the other as a member of the firm; that the business in the second year was the same as in the first year, the account being kept the same way, and no notice was given the warehouse of the firm's dissolution. The account of the business was made out, and sent to the suing partner for the two years. This evidence showed that the partnership continued through the second year. In such a case, where, though the suing partner had ample means and credit, and the other did not charge him with any of the losses of the first year, it is natural to suppose that his share of such losses were balanced by his share of the gains of the second year, rather than that the action in this regard was due to the fact that he was a neighbor relative.—*Duckworth v. Hisle*, Court of Appeals of Kentucky. 20 S. W. Rep. 218.

ALARM FOR HOT BEARINGS.

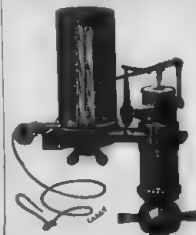
A European journal gives an account of an alarm for hot journal bearings, the invention of one Christian Agerskof of Copenhagen, Denmark. The idea embodied is to arrange an explosive in association with certain chemicals, so that a certain degree of heat will cause the explosion and warning before the heat reaches a destructive stage. A small piece of sheet metal, something like a cartridge shell, is filled about half way to the open top with the explosive. A paraffine globular capsule, hollow inside, is filled with sulphuric acid and sealed. This globule is laid on top of the explosive and a mixture of chlorate of potash and sugar is filled in all around it; then a stopper or plug of cork or rubber is put in, sealing the cartridge. A hole is drilled in the box or bearing and the cartridge set in. Should the bearing run dry, the heat will melt the paraffine capsule, letting the sulphuric acid come in contact with the chlorate and sugar mixture, which will immediately explode the car-

American Steam Gauge Co.

Sole Manufacturers

BOURDON
STEAM GAUGES.

WITH LANE'S IMPROVEMENT.

THOMPSON'S
IMPROVED
INDICATOR.Over 2,500 in
use.

American Pop Safety Valves

For Locomotive, Stationary and Portable
Boilers, and Instruments incidental to
the use of Steam.

Send for Price List I.

36 CHARDON ST.,

SEND FOR CATALOGUE E. BOSTON, MASS.

BRANCHES:

NEW YORK, N.Y. CHICAGO, ILL.,
51 John Street. 16 N. Canal St.

tridge, causing a loud detonation, a light and a volume of smoke, so that attention is immediately called to the condition of the bearing.

SPONTANEOUS COMBUSTION.

Among the results brought to light through chemical investigations of the sources of spontaneous combustion, is the fact that sawdust should never be used to collect drippings or leakages. Dry vegetable or animal oil is found to inevitably take fire when saturating cotton waste, at 180 degrees Fahrenheit and spontaneous combustion occurs more quickly when the cotton is soaked with its own weight of oil. Danger is involved in patent "dryers," from leakage into sawdust, etc.; oily waste of any kind, or waste cloths of silk or cotton, saturated with oil, varnish or turpentine; also linseed oil drippings into a sponge, glycerine or oil of any kind leaking into sawdust, bituminous coal in large heaps of pit coal, hastened by wet, and especially when pyrites are present in the coal—the larger the greater the liability. Oil on flour, or water on flour, is productive of spontaneous combustion. In fact, all organic structures, being largely composed of carbon and hydrogen, are readily excited, because of the affinity of the hydrogen for oxygen.

SEND for a copy of Cawker's
American Flour Mill and Grain
Elevator Directory for 1892-93.

A FOREIGNER'S VIEW OF COMPETITION.

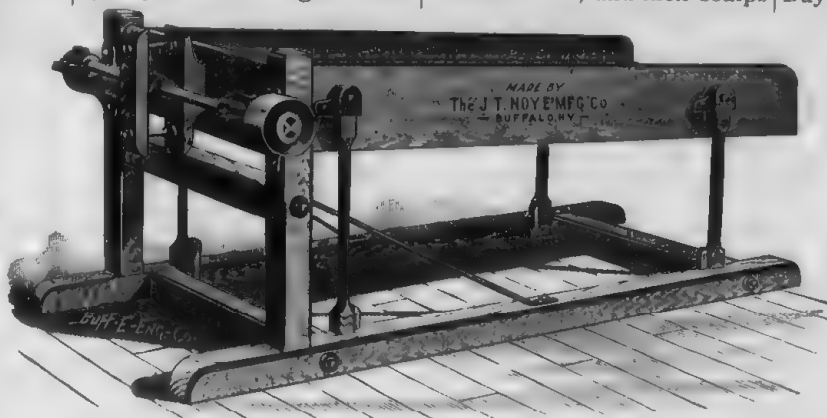
A CORRESPONDENT of the *Corn Trade News* of November 1, writes as follows: I noticed the imports of flour during the 11 weeks since August 1, from U. S. A. and Canada, amount to 1,654,000 sacks (280 lbs. each.) At this rate our imports will be nearly 8 million sacks from these two countries alone in the year. Such a state of things must cause Cobden to turn in his grave. Why is it that we keep buying the manufactured article in increased quantities? I suppose because it is worth its price, but what a loss to the country. Just imagine for a moment, the result of its not coming this way. It would require 150 mills, each grinding 1,000 sacks per week to make it, employing near 3,000 hands, besides finding employment for such trades as builders, sack makers, milling engineers, electricians, engine and boiler makers, joiners, and numerous other trades, who in their turn would spend their wages with others. All this has to continue because our statesmen cannot move till the masses demand that our one-sided system of trade with foreigners be altered to one more in accord with common sense, and, until that time arrives, we British millers must strain every nerve to hold that portion of trade that we now possess, for every increase in the imports of flour means so much more competition among ourselves to secure the equivalent in trade taken from us by foreigners. No wonder the different trades of the country languish, when we see our foreign markets cut away from us, and our home markets supplied by foreign-made goods. Sometimes by goods made by Englishmen abroad who have removed their machinery there in order to keep the home market, but what a loss to us as a nation. But it will be changed some day soon; there is evidence of its coming in what is called the New Unionism among workmen. In the meantime we have to keep abreast the times in all that tends to make our mills efficient, and in our systems of doing business; also in the adoption of all labor-saving appliances possible, for if these items be not studied, the imports will continue to increase more largely than in the past. There is a flour city growing up on the shores of Lake Superior that will astonish the world, and very soon, for the simple reason that it has the finest wheat region in the world close to its doors, and

water communication with all the globe.

In what way can we improve our mills as they are to-day. Our task is to get the separation of flour and offal done so that the resulting flour is pure, and that this is done at the least possible cost. How best to do it is a more difficult task to explain. In the first place we require a choice of wheats in order to supply the quality required by buyers, be it high or low-

THE NOYE CORN SCREEN.

This screen is a part of the complete and well-tryed line of machines which constitute the Noye system of corn-milling. It acts as a very simple and effective receiving separator, and might, in many instances with profit, be substituted for a more costly machine. Used ahead of the rolls, it separates at its first delivery any sand or small seeds that may be mixed with the corn, and then scalps



priced. In this matter we are handicapped, as compared with the millers of Minneapolis and other American flour making centres, for they have their buying agents in all the wheat-growing regions, buying almost direct of the farmer, while we are buying of importers, who in turn have bought of the exporter, who buys of the Elevator Co., who buys of the farmer. Surely we deserve to be beaten if we continue such a system of getting supplies. Some may say, how avoid it? Combination is the answer. American wheat we must have, and as cheap as

off all sticks, pieces of cob, and other foreign or coarse substances, delivering the cleaned corn ready for grinding.

The Noye corn screen is made in two sizes, one having a capacity of 30 to 60, and the other of 75 to 200 bushels an hour. It is built and sold exclusively by the John T. Noye Manufacturing Co., of Buffalo, N. Y.

THE NOYE CORN-MEAL BOLT.

The accompanying cut shows the improved Noye hexagon-reel scalper or bolt, a machine which in the Noye system of



the American gets it, plus the freight. It is not possible to make a substitute for hard Duluth wheat from such as Russian and Indian. Australian is so uncertain as a supply in quantity that it is little help to us. Combination in buying then is necessary for us to secure supplies (no matter whether from America, Russia, or India) at lowest possible cost.

corn-milling is found very serviceable for use upon the corn chop as it comes from the rolls. Its office is to scalp off the dust and bran made by the rolls and prepare the stock for its last refining and separation on the Noye corn-meal purifier. Carefully designed, well-built, and neatly finished, the Noye corn-meal bolt is calculated to satisfy the most critical and exacting of millers. It is made

and sold only by the John T. Noye Manufacturing Co., of Buffalo, N. Y.

THE STILWELL-BIERCE & SMITH-VAILE CO.

Under the caption "Pumps and Turbines—A Manufacturers' Wedding" the *Cincinnati Commercial Gazette* of November 12th announces the consolidation of the Stilwell & Bierce Manufacturing Co., of Dayton, Ohio, with the Smith-Vaile Company. The newly organized company has incorporated under the law of New Jersey. The consolidation will be capitalized at \$1,000,000. This will be divided into 5,000 shares of 8 per cent. cumulative stock and a like number of shares of common stock. All of the latter will be held by the representatives of the two firms as at present constituted, and at least \$50,000 of the preferred stock will be subscribed for and retained by the executive heads of the new organization. The bankers in the affair are Henry Clews & Co., of New York, and Wm. E. Hutton & Co., of Cincinnati. The Directors will be E. R. Stilwell, R. N. King, G. N. Bierce, of the Stilwell & Bierce Co.; W. W. Smith, J. H. Vaile and O. P. McCabe, of the Smith-Vaile Co.; James B. Clews, of Henry Clews & Co., of New York, and John K. McIntire, President of the Third National Bank, Dayton, O.

EXPORTS OF BREADSTUFFS.

The chief of the Bureau of Statistics reports that the total values of the exports of domestic breadstuffs from the United States during the month of October, 1892, and during the four and ten months ended Oct. 31, 1892, as compared with similar exports during the corresponding periods of the preceeding year were as follows: October, 1892, \$19,735,528; October, 1891, \$24,463,469. Four months ended Oct. 31, 1892, \$70,344,724; four months ended Oct. 31, 1891, \$101,158,321. Ten months ended Oct. 31, 1892, \$203,280,583; ten months ended Oct. 31, 1891, \$169,488,628.

ALL FOR 55 CENTS.

The MONON ROUTE has added to its already splendid equipment, two brand new dining cars, which are now in daily service on the fast day trains between Chicago and Louisville.

These cars are models of convenience, comfort and beauty, and are operated on the *la carte* plan, which means that a passenger can get anything he wants and pay only for what he gets. An elegant steak, with bread, butter, coffee or tea with cream is served for only 55 cents.

Watch for the MONON's new schedule to Florida.

FOR SALE-CHEAP.**75 BARREL ROLLER MILL.**

Located at Worthington, Ind. Population, 1,600. Excellent Farming Country. Two Railways. Address,
LINK BELT MACHINERY CO., CHICAGO, ILL.

WORLD'S FAIR SOUVENIRS.

How to get one of the Columbian Half-dollars.

THE World's Fair Souvenir Coins are "going like hot cakes," and those who want to get one or more of them will have to bestir themselves or they will be too late. The desire for one of these mementos of the Exposition seems to be almost as universal as is the interest in the Exposition itself, and orders for them have been sent in from all parts of the United States and also from foreign countries.

This souvenir half-dollar, it is reported from Washington, will be the most artistic coin ever issued from the mint. On the obverse side will appear the head of Columbus, designed from the Lotto portrait, and surrounding it the words, "Columbian Exposition, Chicago, 1892." On the reverse side will appear a caravel, representing Columbus' flagship, and beneath it the hemispheres. Above the caravel will be "United States of America," and beneath the hemispheres, "Columbian Half Dollar." There is no doubt that this coin will be regarded as the most distinctive and highest prized cheap souvenir of the World's Fair.

All these souvenir coins, except five, are being sold at the uniform price of one dollar each. For the first coin struck off \$10,000 has already been offered, and various prices have been bid for the 400th, 1492d, 1892d and the last coin. Desiring that these souvenirs be distributed as widely as possible among the people, and that all, irrespective of locality, have an equal chance to obtain them, the Exposition authorities have sought to prevent syndicates and others from purchasing large quantities and thus "cornering" the sale. On the contrary, they have arranged to supply banks, business houses and individuals in all parts of the country with as many as they desire to distribute among their patrons, customers and friends. They require only that the orders must be for fifty coins or some multiple of fifty, and that the order be accompanied by the cash at the rate of one dollar for each coin. A great many banks and business firms have gladly complied with these conditions and ordered each from 50 to 20,000 of the coins.

Notwithstanding these conditions have been widely published, still a vast number of inquiries by letter have been received at Exposition headquarters asking how the coins may be obtained. The best way is to obtain them through local banks, all of which are no doubt willing to accommodate in that way their patrons and the residents of the city or town in which they are doing business. If, however, for any reason it is desired to obtain them otherwise, the proper method is to form a club of subscribers for fifty coins, or some multiple of fifty, and select some one member of the club to send on the order and money and to distribute the coins when received. Orders should be addressed to A. F. Seeberger, Treasurer World's Columbian Exposition, Chicago.

It is probable that the coins will not be ready for distribution till sometime in December. But the orders are being sent in rapidly, and will be filled in the order of being received. Therefore it is im-

WANTED.**MILWAUKEE MILLERS.**

AN important, reliable Flour Importing house in the Eastern part of Scotland wishes to open business relations, on usual documentary C. I. & F. terms, with a Milwaukee miller of good standing. References at disposal. Apply to Editor of UNITED STATES MILLER, 68-C Mitchell Building, Milwaukee, Wis.

**THE IMPROVED WALSH
Double Turbine Water Wheel**



MANUFACTURED BY
B. H. & J. SANFORD
SHEBOYGAN FALLS, WIS.
For special figures mention this paper.

portant that all who desire coins should put in their orders as soon as possible.

Florida and the Sunny South, via
the Big Four Route.

To all persons contemplating a southern trip, the Big Four offers special attractions and advantages possessed by no other line. Solid Vestibuled trains, heated with steam and equipped with palace sleeping cars, reclining chair cars and elegant parlor cafe dining cars run daily, making connection in Central Union Station, Cincinnati, with through express trains of the Queen & Crescent Route, Louisville & Nashville, Kentucky Central and Chesapeake & Ohio Railways, avoiding the tedious transfer necessary on other lines and affording practically through train service to Old Point Comfort, Asheville, Chattanooga, New Orleans, Savannah, Jacksonville, St. Augustine, Tampa, Indian River and all winter resorts of the South. Tourist tickets via the Popular Big Four Route at special low rates are on sale at all coupon ticket offices throughout the country. Ask the agent for ticket via the Big Four Route. D. B. MARTIN, General Passenger Agent, Cincinnati, Ohio.

FOR SALE OR FOR RENT.

FOR SALE—The Sheboygan Roller Mills (Flouring and Land Plaster) are offered for sale. These are the only flouring mills at Sheboygan, Wis.; population 20,000. The flour mill is a brick building, with excellent machinery and steam power, and plaster mill adjoining. Five lots with docks and first-class location, with railroad tracks. Sale is necessary by reason of death of former proprietor, William Elwell, and with perfect title. Price \$25,000. Apply to SEAMAN & WILLIAMS, 6-3t Sheboygan, Wis.

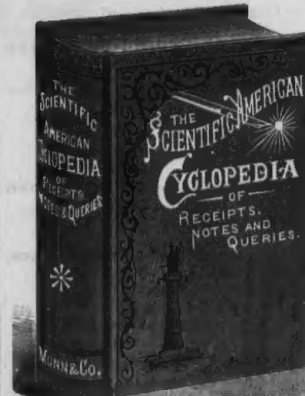
FOR SALE—The flour mill known as the "MODEL MILLS," Rochester, N. Y., 200 barrels, winter and spring wheat, roller and stone process, modern machinery in good repair, good water power, long lease on easy terms, good custom trade. Must be sold to close an estate. Apply to C. D. Klehel and John H. Campbell, Executors, 303 Wilder Building, Rochester, N. Y.

FOR SALE—A 100 barrel full roller steam flouring mill, with feed, cornmeal and buckwheat roll, and with all the latest improved machinery. Situated in an unexcelled wheat section in the Willamette Valley, Oregon, on the S. P. R. R., with elevator capacity for storing 150,000 bushels of wheat and 50,000 bushels of oats and barley for feed. This mill must be seen to be appreciated. For information address, F. BARNEKOFF, 142 Front Street, Portland, Ore.

FOR SALE—The "PIONEER MILLS," Washington, D. C. This is a 500 barrel full roller mill, built according to the Edw. F. Allis system. First-class water power. Machinery of the most modern and improved patterns. Railway connections first-class. For full particulars address, AUSTIN HEER, Washington, D. C.

MILLER WANTED.

A GOOD MILLER, in a 50-barrel roller and stone mill, located in Wisconsin. One that knows how to dress stones. For further particulars address, Y. A. F., Care UNITED STATES MILLER, Milwaukee, Wis.

NOW READY!**A NEW AND VALUABLE BOOK**

11,000 Receipts. 680 Pages. Price 60c.

This splendid work contains a careful compilation of the most useful Receipts and Replies given in the Notes and Queries of correspondents as published in the Scientific American during the past fifty years; together with many valuable and important additions.

Over Twelve Thousand selected receipts are here collected; nearly every branch of the useful art being represented. It is by far the most comprehensive volume of the kind ever placed before the public.

The work may be regarded as the product of the studies and practical experience of the ablest chemists and workers in all parts of the world; the information given being of the highest value, arranged and condensed in concise form convenient for ready use.

Almost every inquiry that can be thought of, relating to formulas used in the various manufacturing industries, will here be found answered.

Those who are engaged in any branch of industry will probably find in this book much that of practical value in their respective callings.

Those who are in search of independent business or employment relating to the home manufacture of sample articles, will find in it hundreds of most excellent suggestions.

By mail postpaid to any part of the world upon receipt of price. Address and make all remittances payable to order of
THE UNITED STATES MILLER,
68-C Mitchell Building, Milwaukee, Wis.

SITUATIONS WANTED.

WANTED—A thorough miller and millwright desires a situation. References furnished if desired. Address,
MILLER & MILLWRIGHT,
Box 123, Nashville, Tenn.

WANTED—A change by a competent miller with 15 years' experience in good mills. Am a young married man, now managing a successful mill. One year in this position; three years in last as foreman of a 150 barrel mill. Have a complete kit of tools, and do repairing. References furnished. Correspondence solicited, from Nebraska especially. Address,
S. C. EARNEST, St. Joseph, Mo.

WANTED—A situation by an experienced miller, single man. Hard wheat country preferred. References, Guthrie Bros. Can go at once. Address,
W. A. PARK,
Box 73, Superior, Neb.

DEALERS.

WM. L. BOYD. ALBERT L. BOYD.

WM. L. BOYD & BRO.,

GENERAL COMMISSION MERCHANTS,

FLOUR, GRAIN AND MILL FEED,

208 Spear's Wharf, BALTIMORE, MD.

We make a specialty of Flour and Mill Feed. Our trade on the medium and lower grades of Flour by far exceeds the supply at all times. Millers having a surplus would do well in sending samples and consulting us first, before disposing of same. Liberal advances made on consignments.

REFERENCES: BALTIMORE BANKS.

ANTON KUFKE. FRANK KUFKE.
RICHARD KUFKE.

ANTON KUFKE & CO., Liverpool

ANTON KUFKE, Glasgow.

FLOUR MERCHANTS.

GEO. W. PHILLIPS, JR.,

Commission Merchant in

FLOUR AND GRAIN,

768 THE ROOKERY,

CHICAGO.

H. R. STROEMER,

Grain and Provision Broker,
MACON, GA.

CORRESPONDENCE SOLICITED.

Reference: Exchange Bank, or any other bank in Macon.

S. S. LINTON & CO.,

Grain Commission Merchants,

42 Board of Trade, DULUTH.

46 Chamber of Commerce,

MINNEAPOLIS.

H. W. PARRISH,

MONTGOMERY, ALA.

Solicits Correspondence looking to the Sale of

FLOUR, GRAIN, HAY,
ETC., ETC., ETC.

F. O. TREPAGNIER. EDWARD BRES.
ESTABLISHED 1844.

TREPAGNIER & BRES,

Provisions and Western Produce,

81 MAGAZINE STREET,

Near Poydras. NEW ORLEANS.

ROSS T. SMYTH & CO.,

Grain and Flour Merchants,

17 FENWICK STREET,

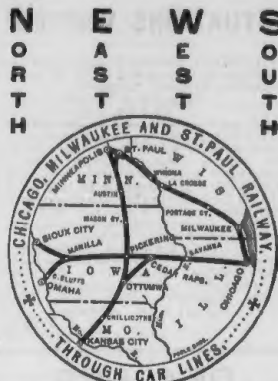
LIVERPOOL.

C. CAESAR & CO.,

GRAIN EXPORTERS,

30 North Front St.,

PORTLAND, ORE.



GEO. H. HEAFFORD, General Passenger Agent.
J. H. HILAND, General Freight Agent.
CHICAGO, ILL.
W. J. BOYLE, City Pass. and Ticket Agent,
400 East Water St., Milwaukee, Wis.



With its thousands of miles of perfectly equipped road reaches the most important points in ILLINOIS, IOWA, WISCONSIN, NORTHERN MICHIGAN, MINNESOTA, NORTH AND SOUTH DAKOTA, NEBRASKA and WYOMING.

SOLID VESTIBULED TRAINS

Between Chicago and St. Paul, Minneapolis, Council Bluffs, Omaha, Denver and Portland.

FREE RECLINING CHAIR CARS

Between Chicago, Council Bluffs, Omaha, Denver and Portland.

THROUGH SLEEPING CARS

Between Chicago and San Francisco without change.

SUPERB DINING CARS

For Tickets, Time Tables and full information apply to Agents

CHICAGO & NORTH-WESTERN RY.

Or address the Gen'l Pass. and Ticket Ag't at Chicago.
W. E. NEWMAN, J. M. WHITMAN, W. A. TERRELL,
3rd Vice-Pres. Gen'l Manager. Gen'l Passenger and Ticket Agent.
St. A. No. 4-10

CHOICE OF 2 TRAINS

— VIA —

MONON ROUTE

— BETWEEN —

CHICAGO and
INDIANAPOLIS,
CHICAGO, CINCINNATI,
LOUISVILLE,
AND ALL POINTS SOUTH.

Unsurpassed Pullman Car Service.
FAST TRAINS. SURE CONNECTIONS.
SHORT ROUTE TO FLORIDA.

Be sure your tickets read via Monon route (L. N. & C. Ry.), and your comfort is guaranteed.
For Maps, Guides, etc., address
JAMES BARKER,
Gen'l Pass'r Agent,
Monon Block, CHICAGO.

ALL persons desiring to reach the entire flour and grain trade, by circular or otherwise, should obtain a copy of "Cawker's American Flour Mill and Grain Elevator Directory for 1902-03." Address THE UNITED STATES MILLER, publisher, 68-C Mitchell Bldg., Milwaukee, Wis.



RUN

Fast Trains with Pullman Vestibuled Drawing Room Sleepers, Dining Cars and Coaches of latest design, between Chicago and Milwaukee and St. Paul and Minneapolis.

Fast Trains with Pullman Vestibuled Drawing Room Sleepers, Dining Cars and Coaches of latest design, between Chicago and Milwaukee and Ashland and Duluth. Through Pullman Vestibuled Drawing Room and Tourist Sleepers via the Northern Pacific Railroad between Chicago and Portland, Ore., and Tacoma, Wash.

Convenient Trains to and from Eastern, Western, Northern and Central Wisconsin points, affording unequalled service to and from Waukegan, Fond du Lac, Oshkosh, Neenah, Menasha, Chippewa Falls, Eau Claire, Hurley, Wis., and Ironwood and Bessemer, Mich.

For tickets, sleeping car reservations, time tables and other information, apply to agents of the Line or to Ticket Agents anywhere in the United States or Canada.
R. E. AINSIE, General Manager, CHICAGO, ILL.
J. M. HEAFFORD, Gen'l Traffic Mgr., ST. PAUL, MINN.
H. O. BARLOW, Traffic Manager, CHICAGO, ILL.
J. A. G. FORD, Gen'l Pass'r and Tkt Agt, CHICAGO, ILL.

ASHLAND MILWAUKEE,
MILWAUKEE LAKE SHORE &
ROUTE WESTERN RY.

THROUGH
SLEEPING AND PARLOR CAR LINE
— WITH —
FAST TRAINS
CHICAGO AND MILWAUKEE

— TO —

APPLETON, WAUSAU and ASHLAND

The Gogebic, Penoque and Montreal Iron and Mineral Ranges.

HURLEY, IRONWOOD, BESSEMER and WAKEFIELD.

The Manufacturing Centers and Lumbering Districts of

CENTRAL AND NORTHERN WISCONSIN, SHEBOYGAN, MANITOWOC,

KAUWAUNA, APPLETON, WAUSAU, ANTIGO,

EAGLE RIVER and RHINELANDER

The Only Line reaching the Celebrated Fishing Resorts of Northern Wisconsin and Michigan,

Gogebic, Tomahawk and Pelican Lakes, RHINELANDER,

EAGLE WATERS, TWIN LAKES,

LAKE VIEW DESERT, WATERSMEET.

The ONTONAGON, BRULE and other Trout Streams, Noted for their excellent Muskellunge, Bass, Pike, Pickerel and Trout fishing.

DIRECT LINE
Via New London Junction and G. R. W. & St. P. R. R.

— FOR —
SEYMOUR, GRAND RAPIDS and STEVENS POINT.

Via Ashland and Northern Pacific R. R.

— FOR —
SUPERIOR, DULUTH.

Pacific Coast and Intermediate Points.

Guide Books, Maps, Time Cards and full information furnished on application to the Gen'l Pass'r Agent.

Chas. L. Ryder, A. W. Russell,
Gen'l Agent, City P. & T. Agent,
197 Clark Street, CHICAGO.

Milwaukee City Office, 100 Wisconsin St.
H. F. WHITCOMB, C. L. EYDER,
Gen'l Manager. Gen'l Pass'r Agt.
MILWAUKEE, WIS.

EXPORTING millers should write to the Riverside Printing Co., Milwaukee, Wis., for the best Flour Cable Code ever published. There are more copies of this Code in use than of ALL other flour codes published. It is simple and accurate. It is called "The Riverside Flour Cable Code."



49 Miles the Shortest,
8 Hours the Quickest,
CINCINNATI to NEW ORLEANS
Time, 27 Hours.

Entire Trains, Baggage Car, Day Coaches and Sleepers run through without change.

110 Miles the Shortest,
7 Hours the Quickest,
CINCINNATI to JACKSONVILLE, Fla.
Time, 28 Hours.

Through Sleepers without change. The Short Line between Cincinnati and

Lexington, Ky.	Time, 2 1/2 Hours.
Knoxville, Tenn.	" 12 "
Asheville, N. C.	" 17 "
Chattanooga, Tenn.	" 11 "
Atlanta, Ga.	" 15 "
Birmingham, Ala.	" 16 "

Direct Connections at New Orleans and Shreveport for Texas, Mexico and California.

Trains leave Central Union Depot Cincinnati, crossing the Famous High Bridge of Kentucky, and rounding the base of Lookout Mountain.

Over One Million Acres of Land in Alabama, the Future Great State of the South, subject to pre-emption. Unsurpassed climate.

For Rates, Maps, etc., address,
C. S. HENRY, Traveling Pass. Agt.,
193 Clark Street, Chicago, Ill.

C. C. HARVEY, D. G. EDWARDS,
Vice-President. G. P. & T. A.
Cincinnati, Ohio.

GRAND HAVEN ROUTE

D. G. H. M. R. Y.

This Favorite Summer Route with its PALATABLE IRON STEAMERS

CITY OF MILWAUKEE and WISCONSIN AND FIRST-CLASS TRAIN SERVICE IS NOW OPEN.

Steamers leave Milwaukee daily (Sunday included) at 8:00 p. m., connecting at Grand Haven with limited Express which leaves at 5:40 a. m., arrives at Grand Rapids 6:45 a. m., Saginaw 11:00 a. m., Detroit 11:30 a. m., Toronto 8:30 p. m., Niagara Falls 7:30 p. m., Montreal 7:45 a. m., New York 10:35 a. m., Boston 8:00 p. m.

Buffet Parlor and Sleeping Car Service

Tickets on sale at all coupon ticket offices; company's office, 99 Wisconsin St., and at dock, foot of West Water St.

JOHN W. LOUD, B. C. MEDDAUGH,
Traffic Manager, Passenger Agent,
Detroit. 99 Wisconsin St., Milwaukee

OCEAN.

White Star, Inman, Cunard, Anchor, Bremen, Hamburg, French, and all other lines.

Cabin plans and sailings sent by mail and rooms secured in advance.

Very Cheap Steerage Rates, British ports and Milwaukee, \$3.50.

B. C. MEDDAUGH, Gen'l Steamship Agt.,
99 Wisconsin Street, Milwaukee.

GOODRICH STEAMERS

ON REGULAR TIME

LEAVE MILWAUKEE FOR

Chicago daily, Saturdays excepted, 7:00 p. m.

Racine daily, Saturdays excepted, 7:00 p. m.

Sheboygan daily, Sundays and Mondays excepted, at 7:00 a. m.

Manitowoc daily, Sundays and Mondays excepted, at 7:00 a. m.

Sheboygan on Sundays and Mondays at 7:00 p. m.

Manitowoc on Sundays and Mondays at 7:00 p. m.

Kewaunee and Appleton Saturdays at 7:00 p. m.

Thomas Forbes, G. Hurston,
Passenger Agent. Sec. and G. T. M.

THE
Cleveland, Cincinnati, Chicago & St. Louis
RAILWAY.

BIG FOUR ROUTE

BETWEEN

CHICAGO
INDIANAPOLIS
CINCINNATI.

The only Line Running the
POPULAR BUFFET SLEEPING CARS
BETWEEN
CHICAGO AND CINCINNATI.

The Only Line from Chicago running Solid Vestibule Trains into Central Union Depot, Cincinnati, where connection is made with Through Car Lines for Florida, avoiding all disagreeable transfers.

Through Tickets via the Big Four Route can be procured at all Ticket Offices in the Northwest.

O. C. MURRAY, D. S. MARTIN,
Traffic Manager. Gen'l Pass'r Agents
CINCINNATI, O.

BOOKS.

A PRACTICAL TREATISE ON MILL-Gearing Wheels, Shafts, Riggers, etc., for the use of engineers, with eleven plates. T. Box. Third edition. 12 mo. \$3.00.

FIVE HUNDRED AND SEVEN MECHANICAL MOVEMENTS, embracing all those which are most important in Dynamics, Hydraulics, Hydrostatics, Pneumatics, Steam Engines, Mill and other Gearing, Processes, Horology and Miscellaneous Machinery. H. T. Brown. Sixteenth edition. 12 mo. \$4.00.

A TREATISE ON MILLS AND MILL WORK. W. Fairbairn. 8 vo. \$3.75.

A POCKET MANUAL OF USEFUL INFORMATION for Mechanical Engineers, Steam Users and Mechanics. J. W. Hill. Illust. 12 mo. \$1.25.

A MANUAL OF MACHINERY AND MILL WORK. W. J. M. Rankine. Fifth edition, thoroughly revised by W. J. Millar, with nearly 900 illustrations. 12 mo. \$5.00.

TEMPLETON'S ENGINEER, MILL-Wright and Mechanic's Pocket Companion, revised, corrected and enlarged from the Eighth English edition by Julius W. Adams. \$2.00.

A TREATISE ON FRICTION AND LOST WORK in Machinery and Millwork. R. H. Thurston. 61 illustrations. 8 vo. \$3.00.

AMERICAN MILLER AND MILL-Wright's Assistant, by William Carter Hughes. 12 mo. \$1.50.

THE MILLER'S, MILLWRIGHT'S AND ENGINEER'S Guide, by Henry Palliet. Illust. 280 pages. 12 mo. \$2.00.

PRACTICAL HINTS ON MILL BUILDING by R. J. Abernathy. Illust. 8 vo. \$4.00.

BOOKS.

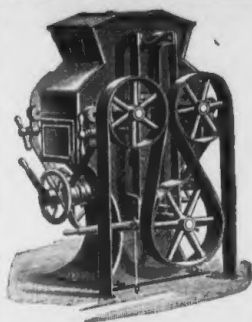
Any of the books in this list will be sent by mail, free of postage, to any part of the world, upon receipt of price. Address and make all drafts payable to the order of
THE UNITED STATES MILLER,
68-C Mitchell Building,
MILWAUKEE, WIS.

CLUB LIST.

We can furnish the UNITED STATES MILLER with any of the following papers or periodicals, for one year, at prices named; the money to accompany the order:

Harper's Monthly and United States Miller	\$4.25
Harper's Weekly and United States Miller	4.25
Harper's Bazar, weekly, and United States Miller	4.25
Harper's Young People, monthly, and United States Miller	2.50
Century, monthly, and United States Miller	4.50
St. Nicholas, monthly, and United States Miller	3.50
Scribner, monthly, and United States Miller	3.50
Scientific American, weekly, and United States Miller	4.50
Stationary Engineer, weekly, and United States Miller	2.00

And other publications at reduced rates
ADDRESS
UNITED STATES MILLER,
MILWAUKEE, WIS.



THE KEYSTONE
4 ROLLER WHEAT MILL.

Flour Mills. * Corn Mills. * Hominy Mills.

DON'T

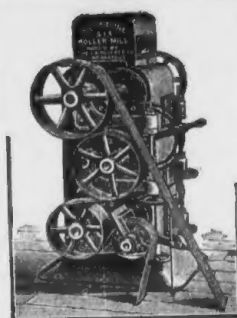
Build a new mill;
Increase your capacity;
Have your rolls reground or recor-
rugated;
Buy even a pulley, a belt, or a piece
of bolting cloth,

• • UNTIL YOU WRITE US. • •

WHY?

Because we will give you first-class
work and prompt attention.
Because we will treat you fairly on
prices.
Because we have the best and most
effective line of machinery.
Because we guarantee satisfaction
in every particular.

AND WE WANT TO HEAR FROM YOU.



THE KEYSTONE
6 ROLLER CORN MILL.

Address, THE J. B. ALLFREE MFG. CO., 12th St. and Michigan Road,
INDIANAPOLIS, IND.

Cawker's American Flour Mill and Grain Elevator Directory FOR 1892-1893

Contains: 1. A list of Flour Mills in each State, Ter-
ritory and Province, with names of owners, P. O. and county;
in thousands of instances giving their capacity in barrels per
day, kind of power used, etc., also indicating such firms as
are supposed to be worth \$10,000 and upwards. Total num-
ber of mills given, about 18,000.

2. A list of miscellaneous mills, such as Corn, Oatmeal, etc.

3. A list of Millwrights.

4. A list of Grain Elevator Owners and Grain Dealers.

5. A list of well-rated Flour Brokers, Merchants and
Bakers in all parts of the United States and Canada, which
has been compiled with extraordinary care, capital and
credit being considered in the compilation.

6. A list of Foreign flour and grain importers, secured by
our own special correspondents and believed to be thor-
oughly reliable. In short, it is a complete KEY for reaching the
Flour and Grain Trade, enabling ANY department of the
trade to reach ANY other desired.

The price is invariably Ten Dollars per Copy, on receipt of which it will be sent, post paid, to any part of the world. The
complete work only is sold. We do not supply lists for single states. These Directories have been issued every two years since
1878, and have been declared indispensable by the prominent mill-furnishers, flour brokers, millers, etc., of this country and
Europe. Address,

UNITED STATES MILLER, 68-C Mitchell Building, Milwaukee, Wis

THE DEWALD ROLLER MILL

Progressive Millers will like this Machine.

IT IS A RIGID GRINDER, YET NAILS, BOLTS, ETC., CANNOT BREAK
IT IF THEY GET BETWEEN THE ROLLS.

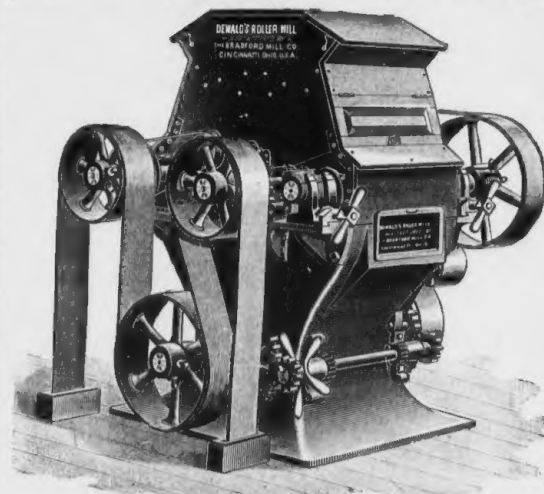
BEST { Adjustment.
Drive.
Feeder.

WRITE FOR FULL DESCRIPTION

The Bradford Mill Co.

Eighth and Evans St.,

CINCINNATI, OHIO.



... THE ...
**"WESTERN"
MILL SHELLER.**

The Most Compact, Durable,
Best Sheller and Best Cleaner.

Takes up but little room, runs at low rate of
speed, requires no attention. It is
in every respect the

Best Sheller ever offered to the Public

Please mention this paper.

Write for full particulars to

UNION IRON WORKS,

Manufacturers of "Western"
Shellers, Cleaners, Separators, and all kinds of
Elevator Machinery.

DECATUR, ILL.

Don't forget to mention this paper when you write.

ESTABLISHED 1846
J. B. A. KERN & SON
Merchant Millers

Capacity 2,000 Barrels per Day.

MILWAUKEE,

Manufacturers of Choice Minnesota and Dakota
Hard Wheat Flour.

WIS.

RYE FLOUR

We invite Correspondence from

Cash Buyers.



By most approved roller process,
guaranteed the best and purest rye
flour manufactured.

THEY COME FROM ALL DIRECTIONS.

New

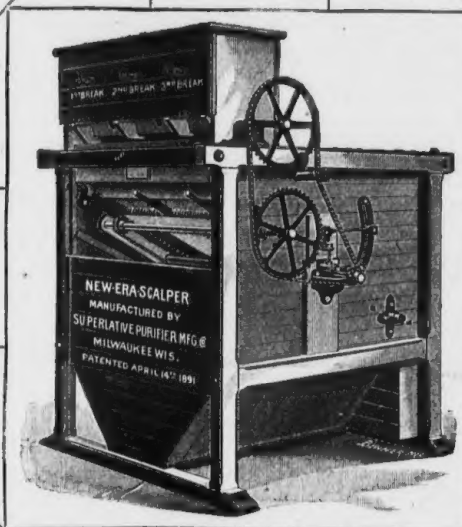
Era

We are much pleased with Scalper, and find it meets all expectations.
ALLEN & TRELEVAN,
FOND DU LAC, WIS.

We are well pleased with the way it has improved our flour, and the little attention it requires.
C. R. COOLEY & SONS,
HARTFORD CITY, IND.

Have had ample time to test the machine, and are much pleased with our deal.
N. H. NEUPHOD & CO.,
COON VALLEY, WIS.

Scalper



Have ground both winter and spring wheat and everybody about the mill is delighted with its work on either.

W. S. VARNER,
ALEXANDRIA, PA.

We are much pleased with machine, and can give it a good recommend.

A. R. SPRAGUE & CO.,
SPRINGFIELD, MO.

Does not scour the stock.

Small Space.

Enclosed find check for Scalper. I am well pleased with it. It is doing what you claimed for it.
W. E. FITE,
BOSSIE TERRE, MO.

Prices Low.

We are well pleased with it, and consider it the best machine in the market today.
CARTER, SHEPHERD & CO.,
HANNIBAL, MO.

Trial Allowed.

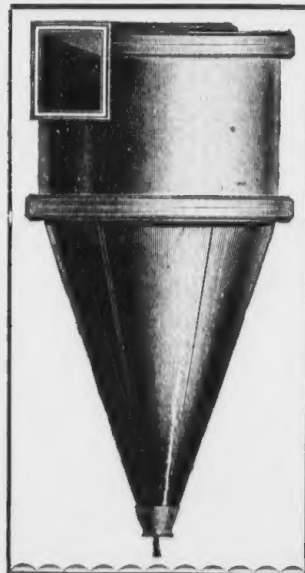
Has very large capacity.

Little Power.

We consider it the greatest improvement we have made in our mill for years.
NEAL BROS. & CO.,
PORTLAND, IND.

FOR CIRCULARS, PRICES, ETC., ADDRESS

Superlative Purifier Mfg. Co., Milwaukee, Wis.



The Vortex Dust Collector

FOR
GRAIN CLEANERS, PURIFIERS,
AND ALL DUST PRODUCING MACHINES.

Guaranteed to do as good work as any Collector on the market.

TRIAL ALLOWED.

PRICES LOW.

FOR CIRCULARS, DISCOUNTS, ETC., ADDRESS

VORTEX DUST COLLECTOR CO., MILWAUKEE, WIS.